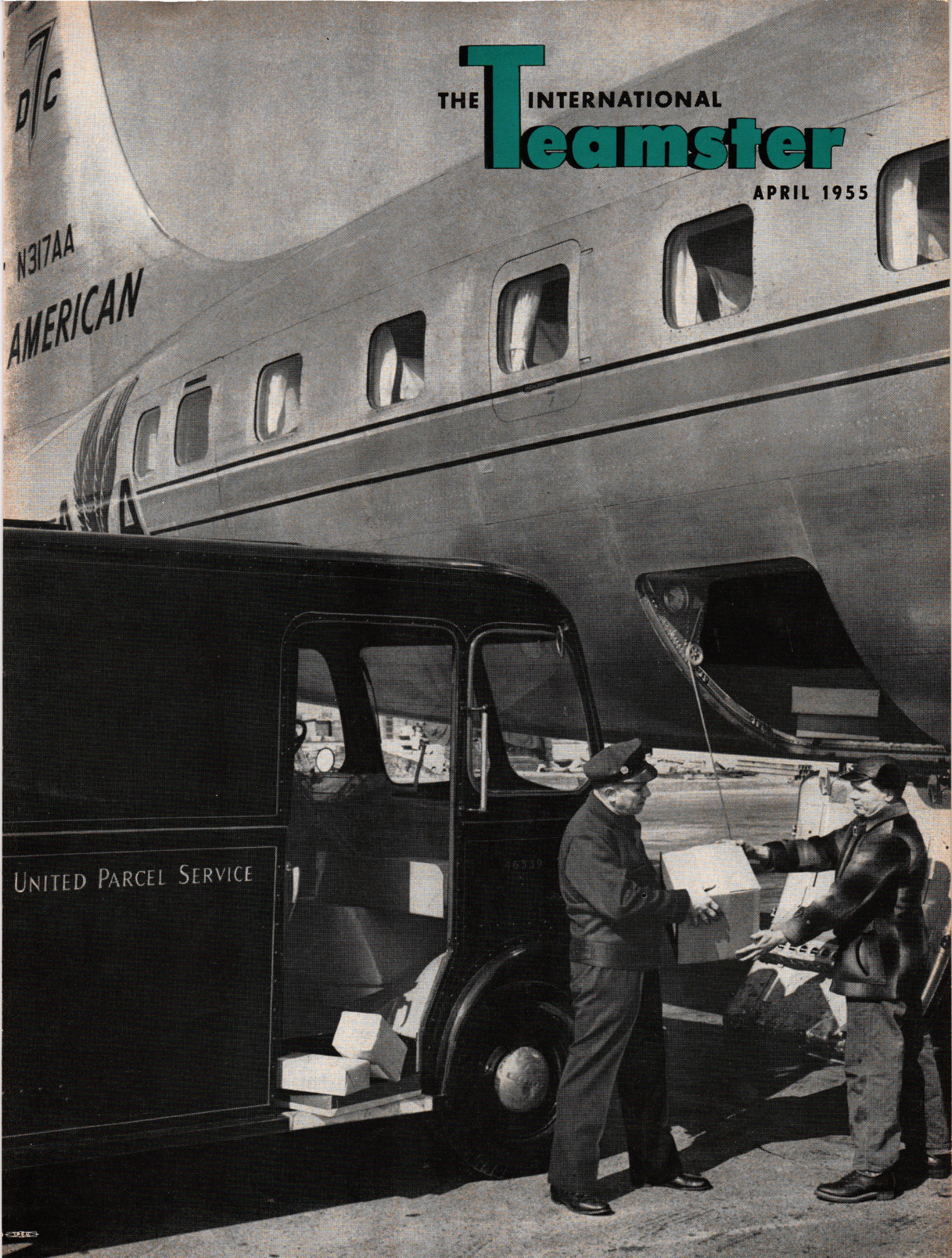


THE INTERNATIONAL **Teamster**

APRIL 1955

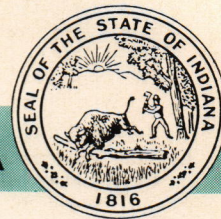


PARCEL SERVICE FOR SPEEDIER DELIVERY

TEAMSTERS

Salute

INDIANA



IRVIN S. COBB, the great American humorist, author and playwright, once called Indiana "The middle layer of perhaps the noblest slice of earthly cake."

It is this "middle layer" of our country which we have chosen to salute this month.

At about the time Japan was emerging as a world power, by crushing the naval might of the Czars in the Russo-Japanese War, "On the banks of the Wabash far away" was holding down top position as turn-of-the-century America's favorite ditty.

"Far away" no longer applies to the Hoosier State, however, either in distance or economic value. Its eight thousand humming industries annually contribute three billion dollars to the U. S. economy. The state's position as third in the production of steel and steel products in the country, accounts for a big chunk of its industrial production, with one out of every 10 persons in the state being employed in the metals industry.

Building stone, large deposits of coal, a generous slice of the nation's furniture industry, a sizable tile and brick industry, rubber processing and the manufacture of electronic components and prefabricated houses complete the rest of the state's industrial portrait.

Agriculturally, Indiana forms a portion of America's Corn Belt and, as such, the state annually produces great quantities of corn, grains, soybeans, cattle, hogs, sheep and assorted poultry. In the northern area, along the shores of Lake Michigan, rich muck soil yields fine quality potatoes, cabbage, onions, celery and cereal crops. Further south, a volume of tomatoes, second

only to that produced by California, is harvested each year.

Another "product" for which the Hoosier State is famous is basketball players. The state's high schools and colleges, the latter including such highly respected institutions of learning as Notre Dame University, Purdue, Culver Military Academy and the University of Indiana, each year turn out a veritable galaxy of stars of the hardwood.

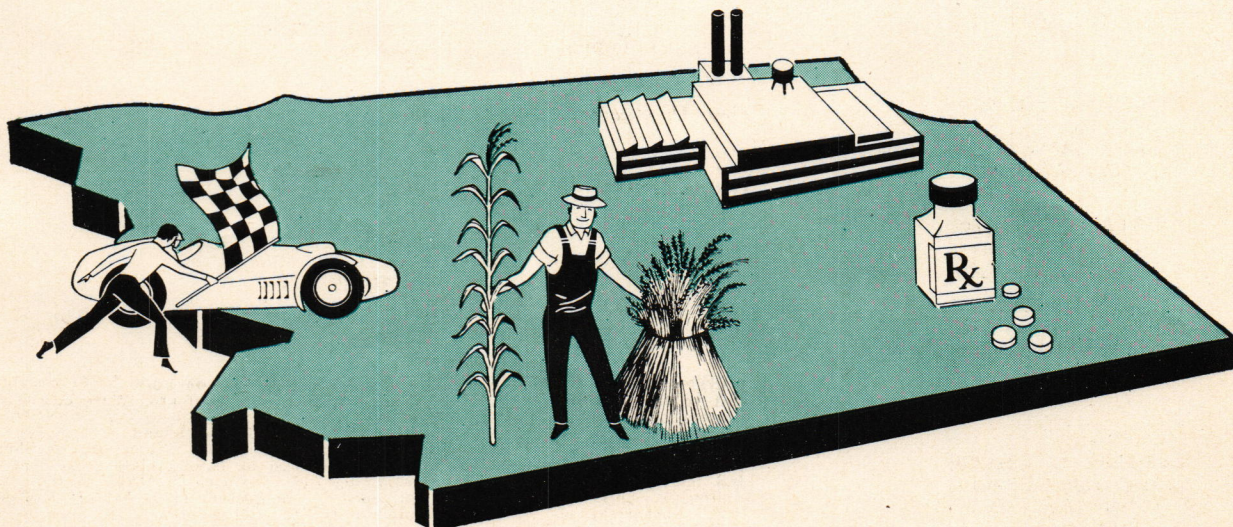
An annual event of great interest to the motoring world which draws thousands of people to the State Capital at Indianapolis is the famous 500-mile endurance and speed race held on Memorial Day on a giant oval brick track.

Indiana ranks high as a state which has given to the literary world such giants as Booth Tarkington, General Lew Wallace, James Whitcomb Riley, Theodore Dreiser and Max Eastman, to mention but a few.

The famous post office, Santa Claus, is in Indiana, a delight to children all over the globe each yuletide.

Crisscrossing the state's rolling acres is a grid of super highways and expressways, over which thousands of trucks rumble 24 hours a day, bringing the products of Indiana to the four corners of the earth, as well as bringing other goods of all kinds into the populous and thriving area.

Without the many thousands of Teamsters Indiana numbers among her citizenry, much of what we have related about this "center slice of the U. S. A." would not be possible. As elsewhere, Teamsters lead the way in Hoosier land.



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THE INTERNATIONAL Teamster



DAVE BECK

Editor

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 100 Indiana Ave., N. W., Washington 1, D. C.

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APRIL, 1955

No. 4

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)

Letter from General President **DAVE BECK**

LAST MONTH I promised to discuss with you some of the legislation now in Congress which is of interest to members of the Teamsters.

Actually, little has been accomplished as yet by the Congress. We will see the usual flurry along about June to clean up all the proposals before the House and the Senate so that law makers can flee from Washington before the steamy days of summer arrive.

The groundwork has been laid, however, for much legislation. The two topics commanding our immediate attention are attempts by an Agricultural bloc to legalize trip leasing by gypsy truckers, and the President's highway program.

Long-range projects, like the Colorado Basin development, tariffs, and improvement of our educational system will also be acted on by Congress.

The fight against the gypsy truckers dates back more than 10 years. In May of 1951, your union and others interested in developing a stable trucking industry in this country, succeeded in having rules adopted which made it illegal for gypsies to triplease to carriers for less than 30 days.

This rule would have eliminated much of the unfair competition which threatens legitimate trucking operators and undermines the wage structure fought for and won by the IBT.

The rules were upheld by the Supreme Court two years ago despite challenges by interests controlling large tracts of farming land. These same groups forced the Senate Agricultural Committee to put pressure to bear on the Interstate Commerce Committee not to enforce the law.

The section of the law establishing the "30-day rule" (MC-43) was due to go into effect this March 1, but the same powerful interests were again able to get enforcement postponed for a year.

At the moment a proposal of these interests (Senate Bill S. 898) lies dormant in the Senate Interstate and Foreign Commerce Committee. Citrus growers have convinced Senator Smathers of Florida that they must have the "30-day rule" repealed, but Teamsters' Union lawyers have continued to stymie their attempts.

The union will press for enforcement of the "30-day rule" for the protection of its members' living standards and the assurance of a permanent and stable trucking industry.

The President's highway program to develop the nation's roads over the next ten years has been criticized because of its method of financing.

The Committee which drew up the program for President Eisenhower was concerned primarily with the need for roads.

Our Committee spelled out the need for the roads. We presented a system of financing which will work and which will get the roads built. If the Congress, or anyone else, has a better method of doing the job, I'm all for them, but the roads must be built.

The two things I have mentioned above, tripleleasing of gypsy truckers and a better highway system, will occupy much of the time and effort of your union's representatives on Capitol Hill because they are of vital concern to your livelihood.

There is a real need for more and better schooling. Repeatedly our school system has been criticized for its failure to develop thinking people.

We must provide for the average child, not the exceptional one. If we cannot teach our children to develop their ability to think, to question, and to find out the answers for themselves, then we'll produce nothing but mediocre minds and they, in turn, will produce a mediocre nation.

The most valuable things we as a nation possess are the minds of our children. They are in our safekeeping and our future is in theirs.

Therefore, I urge you to ask your Congressman to support an adequate educational aid bill this year. Two bills have been proposed so far; one by the President, another by Sen. Lister Hill (D., Ala.).

President Eisenhower told the Congress in the message accompanying his proposal, that America is short 300,000 class rooms. In addition, we are short as many teachers. How did this happen?

During the depression years we retrenched on schools while planting trees; during the war years we retrenched on schools while building bombs.

The only thing we have never neglected on is the birth rate. In 1950 we had 25,000,000 children in school; today we have 30,000,000 and by 1960 we will have 37 million.

Give both bills your earnest consideration and decide which you want to back on its merits, but do back one. Let me warn you that some people in Washington who are more concerned with segregation in schools than the future of our country, are trying to scuttle both bills.

Don't fall into their traps. The Supreme Court settled the segregation issue. Let us, as good Americans and good unionists, abide by the majority decision.

I have written to you before about the need for a pay raise for 1,000,000 Government workers to bring their standard of living at least part way back to what it was before World War II.

The House Post Office and Civil Service Committee is currently considering the case for the recommended average 4.9 per cent boost.

There are indications that the Administration may be willing to add as much as another 1 per cent to this (the increase for postal workers will approximate $7\frac{1}{2}$ per cent), but a touchy situation is shaping up.

There will be a floor amendment by Rep. John E. Moss (D., Calif.) to make the increase higher than that recommended by House and Senate Committee members. While Republican Congressmen may wish to back the

Administration proposals they will be hard put to vote against the higher increases, because of political considerations.

I had hoped to touch on the Upper Colorado Basin project, but I'll leave that for another time because the plan to develop the natural resources of the water supplies of four Western states is going to take many, many years.

I do want to comment on two bills which the AFL Building Trades are backing. In some respects, the Teamsters' Union may want to go farther than our brothers in the building trades, but we certainly go along with them in their efforts to eliminate loopholes in the Taft-Hartley Act and the Davis-Bacon Act, which are detrimental to Teamsters as well as the building trades.

Under present Davis-Bacon law, the Secretary of Labor can set wage rates of laborers and mechanics on construction jobs for the U. S. Government. The proposed changes would broaden the scope of the Davis-Bacon Act so that the Secretary could set rates and working conditions of workers on any project financed, insured, or guaranteed by Federal funds.

In addition, the employee health, welfare and retirement plans financed by the contractor would come under the Secretary's supervision. It would also require him to see that at least time and one-half is paid for work of more than eight hours in one day, forty hours in a week, in excess of five consecutive days or on Saturdays, Sundays or legal holidays.

The proposed bill would give the Secretary authority to make investigations, and power to carry out provisions of the act. At the moment such authority is so weak that it encourages widespread violations.

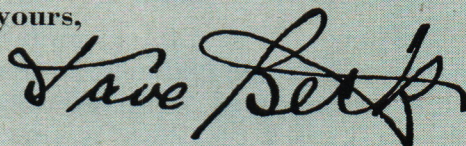
The Building Trades Department is also working for elimination of Section 14(b) of the Taft-Hartley Act. This is the section which enables states to pass "right-to-work" legislation outlawing union shop agreements. The proposed amendment would change secondary boycott provisions of the Taft-Hartley Act so that building trades workers would not have to work on projects with non-union men.

The amendments would permit union shop prehire contracts, although not authorizing or permitting a closed shop contract. Under the union-shop prehire contract authorized by the amendments, employees would be required to join the union after the seventh day of their employment. Current law sets a 30-day period in union-security sections, and thus does not meet the problem of the type of short-term employment prevalent in the building trades and in some establishments under contract to the Teamsters.

Teamsters, particularly in the canning and food processing industries, would be particularly benefited by the amendment requiring union membership after the seventh instead of the 30th day of employment.

Next month I plan to summarize the progress of our organization work as reported by the National Trade Divisions in meetings April 13-15.

Fraternally yours,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is stylized with a large, sweeping "D" and a cursive "Beck".

CANADIAN CONFERENCE TO BEGIN JUNE 4TH

THE second Canadian Conference of Teamsters will be held in Windsor, Ont., June 4 and 5 with representatives from all local unions in the Dominion represented. Plans for the second conference of Teamsters north of the border was announced last month.

Progress in organization work since the new campaign began last August will be reviewed and plans will be made to intensify the drive for members in the Canadian provinces. The meeting in Windsor will constitute the 1955 conference although it will be held less than a year after the kick-off meeting which was held in Edmonton last August.

Speakers at the Windsor meeting will include trade division heads and the directors of the Western, Central States and Eastern Conferences of Teamsters. According to plans made by the International Office the Canadian locals are being affiliated with the conferences in the United States instead of being set up as a separate all-Canadian group. The Western Provinces will be the Western Conference of Teamsters—Canadian Division. The central provinces will be part of the Central States Conference of Teamsters and the provinces in the East and in the Maritimes will be part of the Eastern Conference of Teamsters.

Frank W. Brewster, director of the Western Conference of Teamsters; James R. Hoffa, director of Central States, and Thomas E. Flynn, director of the Eastern Conference of Teamsters, are all scheduled to speak and to outline the particular problems of their area.

In addition to the conference directors, other speakers will include Vice President Einar Mohn, Washington, D. C.; Vice President William Lee, Chicago, Ill.; Secretary-Treasurer Harold Gibbons of the Central States Conference of Teamsters. According to present program arrangements, Trade Division Directors Harold Thirion of the

Building and Construction Drivers and Lewis C. Harkins of the Canery Division will explain the problems and progress in these areas which will be given emphasis in the coming months.

Legal and legislative problems will be discussed by General Counsel J. Albert Woll and the economics of distribution as Teamsters may be affected will be discussed by Al Weiss, new economist for the International Brotherhood of Teamsters.

SOUTHERN CONFERENCE SESSIONS ARE SET

MORE than 150 delegates from all parts of the South will meet May 4 at the Galvez hotel in Galveston, Tex., for the annual sessions of the Southern Conference of Teamsters, according to announcements which have been sent out by Murray W. Miller, director.

Invitations to attend this meeting of Teamsters have been extended to General President Dave Beck and to all the members of the General Executive Board. In addition to attendance by some members of the G. E. B., Southern Teamsters expect to hear from directors of the National Trade Divisions concerning ways and means of coordinating organization and administrative work in the various trade divisions of other area groups with the activities of the Southern Conference of Teamsters.

As part of the program of the International Office of effecting conference coordination, the Southern group has invited directors of the Western Conference of Teamsters, Frank W. Brewster; James R. Hoffa, director of the Central States Conference of Teamsters, and Thomas E. Flynn, director of the Eastern Conference of Teamsters.

The Galveston meetings are scheduled as "work sessions," ac-

Field reports on progress throughout the Dominion will be presented by Canadian Representatives Harry Bonnell, Vancouver, B. C., for the Western Provinces; I. M. (Casey) Dodds, Toronto, Ont., for the Central Provinces and Lucien Trembly, Montreal, Que., for the Eastern Provinces.

In announcing plans for the 1955 conference of Teamsters in Canada, General President Dave Beck said, "We are gratified at the success we have had in the past year. We hope that through the cooperation of our area conferences in the United States we can show an even more pronounced gain when the 1956 meeting of Teamsters in Canada is held. We are giving strong support to our locals north of the border."

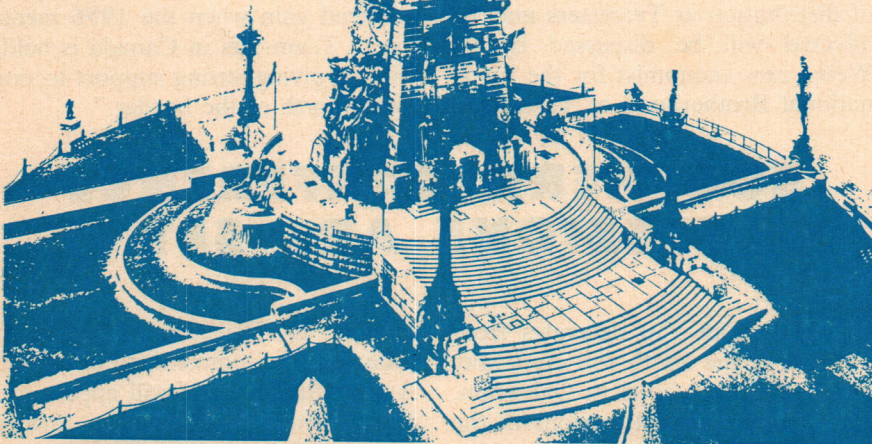
cording to Director Miller, with little outside comment or speaking. Among the few who will appear are Judge Ralph Yarborough, former candidate for governor who was supported in the last election by organized labor.

During the Southern Conference sessions attorneys representing Teamster locals and joint councils in the South will meet in Galveston. The attorneys will discuss the many problems of litigation and legislation affecting Teamsters in the Southern states. Following their meetings, they will join with the delegates to the Southern Conference and review their findings and their recommendations. The lawyers' meeting with the delegates will take place on Monday, May 9.

The meetings of the conference begin May 4 with a general session after which one trade division will be discussed in general meeting each session. The Southern Conference of Teamsters will not have separate trade division meetings due to the fact that delegates for the most part will represent several classifications of Teamster jurisdiction. This policy, followed in the past, according to conference officials will be the rule at Galveston.

In the Hoosier Country with JC 69

This memorial to Hoosier Pre-World War I dead occupies dominant position in downtown Indianapolis.

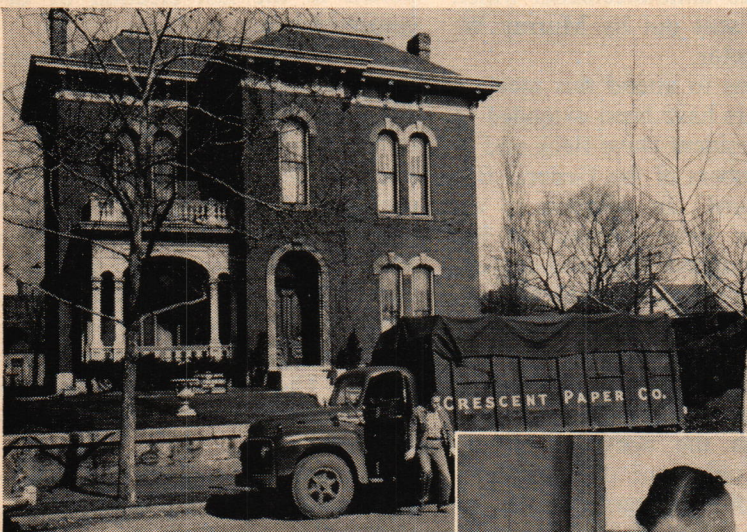


USED to be an Indiana poet name of James Whitcomb Riley who interpreted Hoosiers and their ways to a national audience, including the Hoosiers themselves. The Indiana told of by James Whitcomb was a rustic paradise inhabited by hard-working men and women living in the best of all possible worlds. It was a land in which paternalistic employers had little truck with labor unions; a land which gave to the country the first president of the National Association of Manufacturers; and Gene Debs, Booth Tarkington, George Ade, the Ball brothers of Muncie, President Benjamin Harrison and many more.

A sharper observer than Riley of the Hoosier scene was Kin Hubbard, who retailed his first wares in the Indianapolis *News* under "sayings" of Abe Martin. A couple of "sayings":

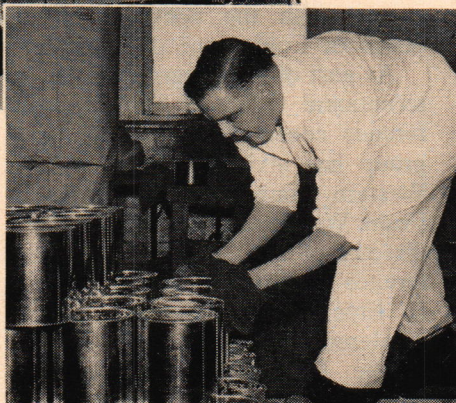
"Now an' then an innocent man is sent t' th' legislature."

"We're all purty much alike when we git out o' town."



At James W. Riley's old house on Lock-
erbie Street, Indianapolis, Teamster Leslie
Age of Local 193 parks his truck to make
delivery across street. The home of Indiana's
foremost bard is now a maintained museum.

At right, Marion Mobley stacks 3-quart cans
of chocolate syrup at Indianapolis plant of
Bessire & Company, canned food processors.



Thomas Schmidt of Local 215, Evansville, is
driver for Commercial Barge Lines, opera-
tors of large fleet on America's inland waters.



Well, sir, you can sit around in the lobby of the Claypool Hotel in Indianapolis today and easily see that times haven't changed much since Kin Hubbard's day. When the legislature is in session, as it was when this was written, the Claypool is a rendezvous for legislators, for the Capitol is only a short distance away. Few innocents are among them. Nowhere is politics played more seriously or more professionally than in this state capital of Hoosierdom.

This term the state legislature has been considering a "right-to-work" bill. All labor got together on this one, and it is believed that the bill will stay safely in committee. It took some serious lobbying and some serious selling by labor to point up the iniquities of this union-busting legislation. The fact that the bill is still in committee is itself encouraging in a state like Indiana, which long has had the reputation of being one of the last outposts of the open shop.

Labor organizing in Indiana has never been an easy job, but a Hoosier, once organized, generally remains intensely loyal to his organization. A Hoosier is hard to sell. A conversation between an organizer and a Hoosier goes something like this:

Organizer: "Let's see, you're making 75 cents an hour. With an organization behind you, there's no reason we can't get you \$1.25."

Hoosier: "Ain't gonna pay no money to hold a job."

Organizer: "Your employer is

making heavy profits. Man, you're worth more to him than 75 cents."

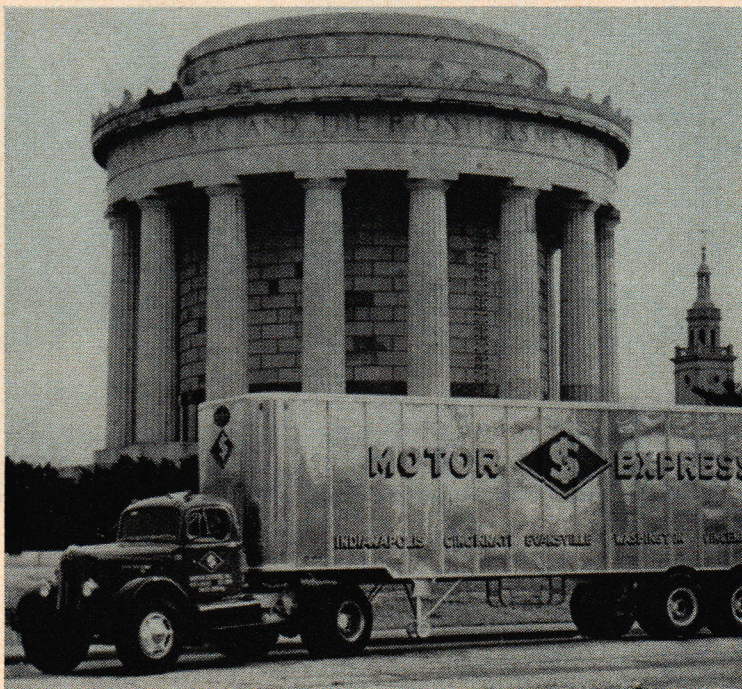
Hoosier: "Ain't gonna pay no money to hold a job."

Indiana, they used to say, was a good state to be from, and it is true that a lot of Hoosiers have emigrated. Taking their places on the Indiana industrial payrolls have been workers moving up from the south with little or no tradition of trade unionism behind them. It is soil in which the plant of unionism does not easily grow.

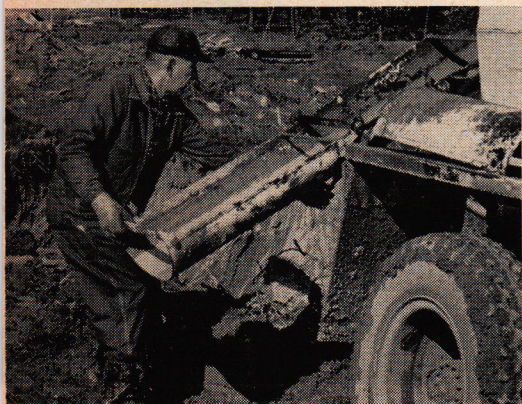
Energetic and sustained organizing by the Teamsters in Indian-

apolis, however, is now beginning to pay off. The job is being spearheaded by a dynamo who is only a Hoosier by adoption. Gene San Souci, who is President of Indiana Joint Council 69, President of the Indiana State Conference of Teamsters, Recording Secretary of the Central States Conference, and President of Local 135, Indianapolis, is a native of St. Louis, Mo. In French "sans souci" means "without care." Gene San Souci carries a lot of cares, but they don't bow him down. A man with a lot of bounce, he is on top of all situations at all times. His

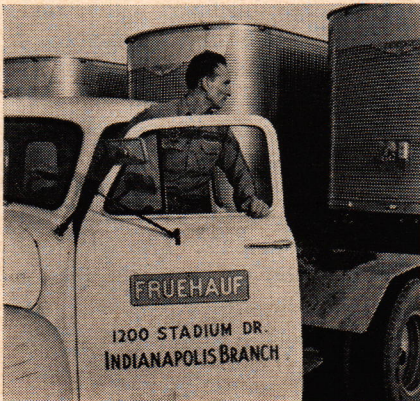
The George Rogers Clark Memorial in Vincennes, Ind., commemorates the winning of the Northwest Territory. Franklin D. Roosevelt dedicated the \$2½ million memorial in 1936. Truck shown is driven by member of Local 417.



C. K. Hulvey delivering load of ready-mix to site of a new pool for an Indianapolis club.



Ace Watt, Local 135, is shop steward at Indianapolis branch of Fruehauf Trailer Co.



William Gillespie is a plant guard at feed division of the Glidden Co., Indianapolis.



Below: At Joint Council 69 headquarters in Indianapolis, President Gene San Souci (seated) talks over matters with other Council officers who include, from left, Trustee Glenn Rabanus, Vice President Charles Miller, Secretary-Treasurer Norman Murrin, Recording Secretary Wm. Coakley, and Trustee Lloyd Rhoads. The Joint Council is composed of 19 Locals, with 27,187 members.

Scenes at right show, reading from top: Jim Nolan, business agent of Local 135, checking book of driver Archie Maxwell at Indianapolis stockyards; George Hartung, Local 543, Lafayette, checking sander on his Cities Service truck; John Bennett, "coke" driver at Terre Haute (member of Local 144), and Claude Morris and Lamar Goble at Indianapolis Produce Market.



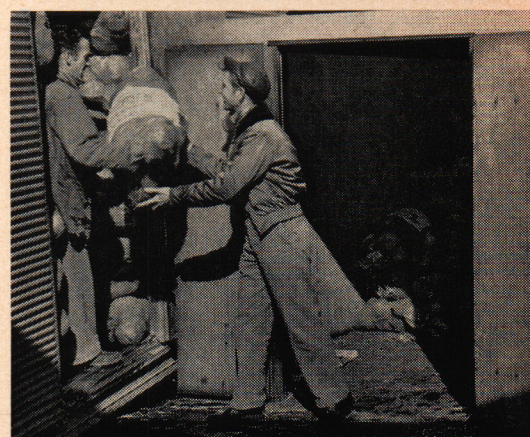
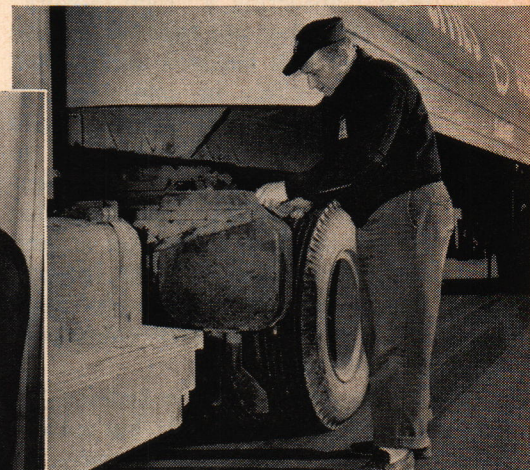
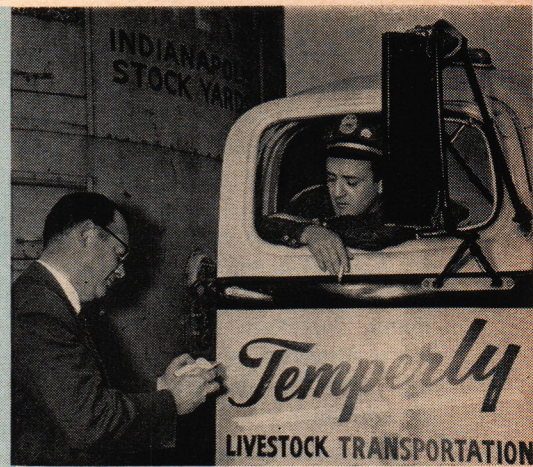
physical resiliency is something, too. Recently his car skidded on an ice slick and wrapped itself around a telephone pole. The car was a total wreck but San Souci is still doing business at the same old stand at 1233 Shelby Street, which is Local 135's hall as well as headquarters for Joint Council 69.

Of the four Teamster local unions in Indianapolis, Local 135 is the largest (5,400 members) and the oldest (chartered 1928). The other three include Local 188, Bakery, Laundry, Dairy Employees and Sales Drivers (1,672 members); Local 193, Grocery, Produce, Meat Warehouse Employees, Drivers and Helpers (1,096 members); and Local 716, Coal, Ice, Building Material, Supply Drivers, Riggers, Heavy

Haulers, Warehousemen and Helpers (1,239) members). This adds up to some 8,700 Teamsters in the state capital.

Speaking for his own general local, No. 135, San Souci estimates that the potential membership is in the vicinity of 16,000. He feels confident that this figure will be realized, but isn't setting any deadlines.

In the depression of the 30s, labor in Indianapolis had a really rough go. In those days, an over-the-road driver would load in town, deliver in Chicago, pick up a new load there, and for the round trip received about \$12. The trip took from 48 to 60 hours. A depression wage for the in-town driver was \$12.50 a week, with hours unlimited.





On steps of Indiana State Capitol, State Senator Gene Bainbridge, formerly business agent of Local 142, Gary, discusses Indiana situation with JC 69 President San Souci.

To get some information on pre-depression conditions in Indianapolis, the INTERNATIONAL TEAMSTER talked to Harry F. Suri, a charter member of Local 135 who, at the age of 67, is still driving for the Underwood Transfer Company. It's easy to prove that Harry is a charter member because his name appears on the charter which was located, dusty but none the worse for wear, in a stack of old books and records in San Souci's office. Barney Trefts, who is San Souci's chief aide, looked at the charter and the list of names written thereon in long-hand, and said, "Why, sure, Harry Suri is still driving. We'll locate him easily." Harry was at home having lunch when we ran him down.

"Why, hell, yes," said Harry, who has quite a bit of zing in him at 67, "conditions are much better today.



Teamster Dale Williams (left), salesman in Blue and White Service Station, Indianapolis, sells a tire to another Teamster, Dick Hughes, a driver for Ray Williams Freight Lines.

No comparison. Near as I remember, I was getting \$14 a week when we were chartered, with long hours, no vacations, no nothing. We made nice progress until the bottom fell out. In the depression I worked 70 hours a week for \$11—the wife and I ate a lot of beans in those days. No complaints now. I get three weeks vacation, got health and welfare, and I'll make out on retirement with social security and some savings. Well, I've got to get going. Only take a half hour for lunch."

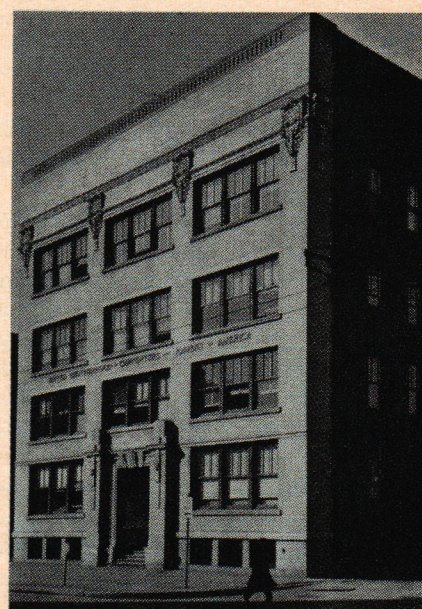
About the time that Harry Suri first went to work in Indianapolis as a beardless youth, an employer in town named David M. Parry was labor's most implacable foe and became, as was fitting, the president of the National Association of Manufacturers. The Parry Manufacturing Company turned out four-wheeled surrey, phaetons, road and spring wagons. "It is the business of every man," said Mr. Parry, "to honestly get all he can." And again: "Labor gets more and more and capital less and less every year." And again: "The trades union movement is a standing mob engaged in acts of open rebellion against the government. . . . They have blustered, threatened, assaulted and murdered. . . . I am a friend of the workingman." And: "The boycott is immoral and un-American."

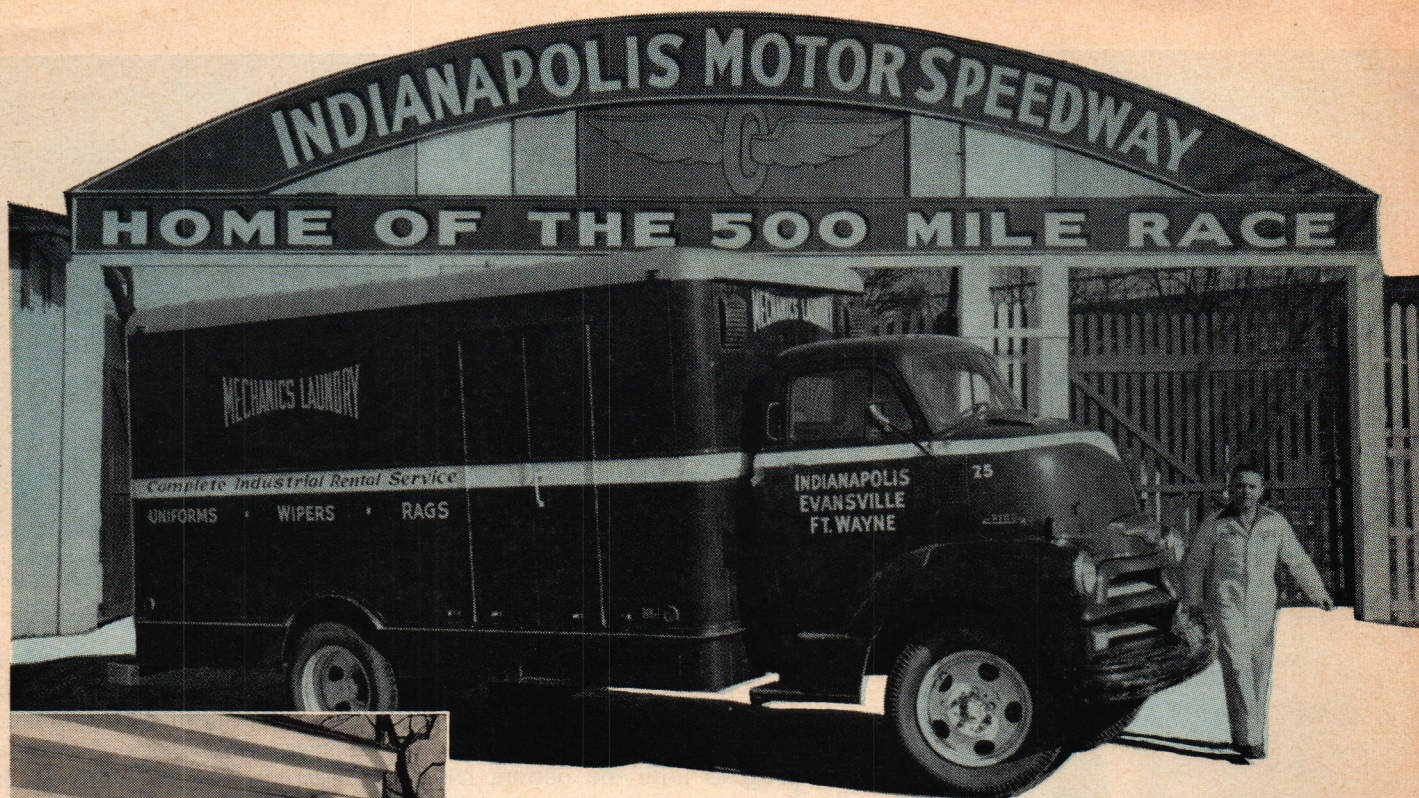
Sam Gompers of the American Federation of Labor went to Indianapolis in 1903 for Labor Day, and Mr. Parry declined an invitation to

debate with Gompers at the fairgrounds following the parade. The Central Labor Union of Indianapolis once asked Parry if his motives were patriotic or selfish and he retorted, "Patriotism is enlightened self-interest."

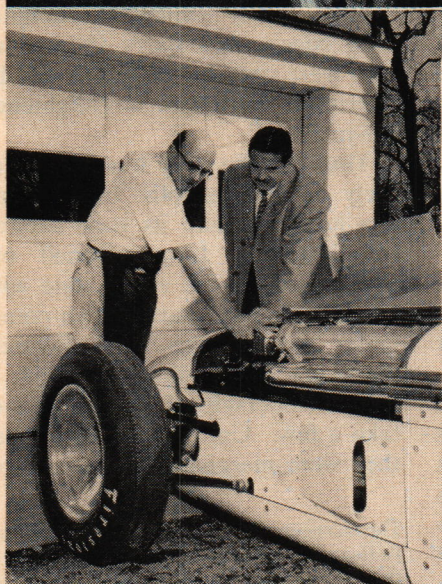
Thus far, the story has leaned entirely on Indianapolis, but Indiana is a lot more than its state capital. In Teamsters Joint Council 69, which includes the entire state with the exception of Gary, which comes under the Chicago Joint Council, there are 19 local unions with a total membership of 28,000, give or take a few. Until a year ago, when they were merged, there were three

The Carpenters Building at 222 E. Michigan, Indianapolis, was once the headquarters of the International Brotherhood of Teamsters.

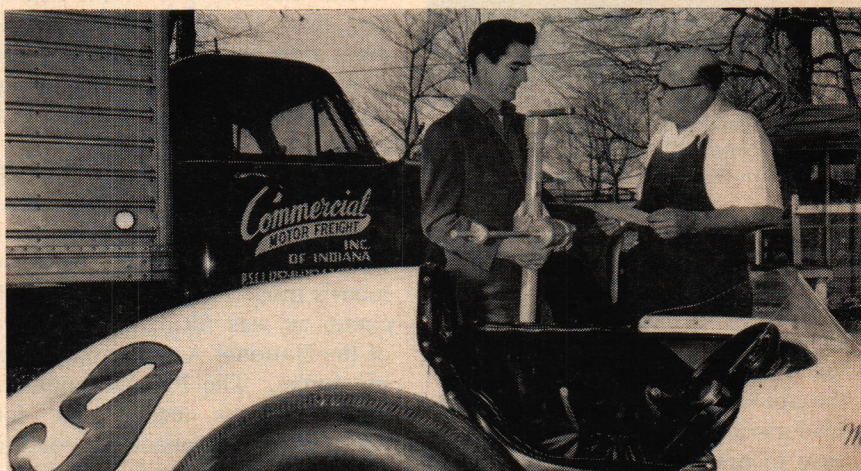




There's no need to tell the reader where this picture was taken. The 500-mile annual classic this year is expected to provide thrills and excitement. The driver shown is Kenneth Hancock, Local 188, who delivers regularly at the track.



Charley Stephens, in apron, master mechanic at 500-mile classic, looks over a 1955 entry with Gene San Souci, a mechanic himself.



Master mechanic Harry Stephens, at his garage near the famous Indianapolis Speedway, takes delivery of a new steering gear from Teamster Leonard Pate, Local 135 member.

Indiana joint councils with headquarters at Evansville, South Bend and Indianapolis.

The officers of Joint Council 69 (who hold the same offices in the Indiana State Conference of Teamsters) include Gene San Souci, president; Charles Miller, secretary-treasurer of Local 417, Vincennes (vice president); Norman Murrin, president of Local 364, South Bend (secretary-treasurer); William Coakley, president of Local 144, Terre Haute (recording secretary); Glenn Rabanus, president of Local 543, Lafayette, and Lloyd Rhoads, secretary-treasurer of Local 11,

Evansville (trustees). As the accompanying roster of Joint Council 69 locals shows, many of the above are old and substantial unions operating in history-rich areas of Hoosierland.

Trucking is a big industry in Indiana, being second only to agriculture in the number of people employed. A recent survey showed that 1,580 communities in the state depend entirely on truck transportation to bring in their needs and to take out their manufactured prod-

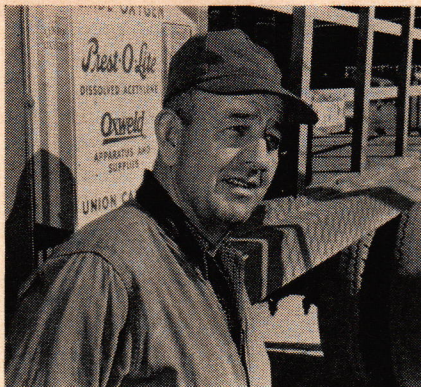
ucts. The truck operators are paying some \$40 millions a year in state and federal highway taxes. Here are some of the other jobs that trucks handle in Indiana:

- Move 89 per cent of all farm products to market.
- Carry the mail for 65 per cent of the state's local post offices.
- Carry every drop of milk for the five principal cities, Evansville, Fort Wayne, Indianapolis, South Bend and Terre Haute.

- Carry 70 per cent of the total freight moving in and out of Indianapolis.

Indianapolis in the old days was the headquarters for some 20 international unions (up until 1952 it was the headquarters of the International Brotherhood of Teamsters, located in the Carpenters Building) but the number has steadily decreased until now only five AFL internationals have their headquarters there. They include the Barbers, the International Typographical Union, the Carpenters, Laundry Workers, and Stone Cutters Association of North America.

Many interesting cities, in which history has been made, are within easy reach of Indianapolis. Terre Haute, for one. It's on Route 40 (the National Road), west of the capital near the Illinois border. Terre Haute is a highly organized community, but it hasn't attracted much new industry in many years, and there are some who say this is due to the "aura" left by the name of Eugene V. Debs, the great exponent of the "co-operative commonwealth." Though he has been dead these 30 years, mention of the name of Debs still gets a rise from Hoosiers who remember back to the early 1920s and before.



Tom Crickmore has been delivering acetylene gas to Indianapolis firms for 15 years.



William Sampson is driver for Stokely Foods which has large cannery in Indianapolis.

"Yes," they'll say, eagerly. "I remember Gene Debs when he . . ." and they're off. They might tell when Debs in 1925, then only a year from death, talked in a public park to delegates to the Indiana State Federation of Labor at Terre Haute, and had them all in the palm of his hand, though he was 69 and enfeebled.

South of Terre Haute is Vincennes, where history reaches farthest back. Located on the banks of the Wabash (like in the old-time song), Vincennes is on the site of Fort Sackville. Here stands the George Rogers Clark State Memorial, which commemorates the winning of the

old Northwest Territory and the achievements of Clark and his associates during the Revolutionary War. Erected at a cost of \$2½ millions, the memorial was dedicated in 1936 by President Franklin D. Roosevelt, and became a unit of the Indiana Department of Conservation in 1940. Nearby is Vincennes Cathedral, Indiana's first Catholic church, built in 1826. There are some 700 Teamsters employed in Vincennes today, members of Local 417.

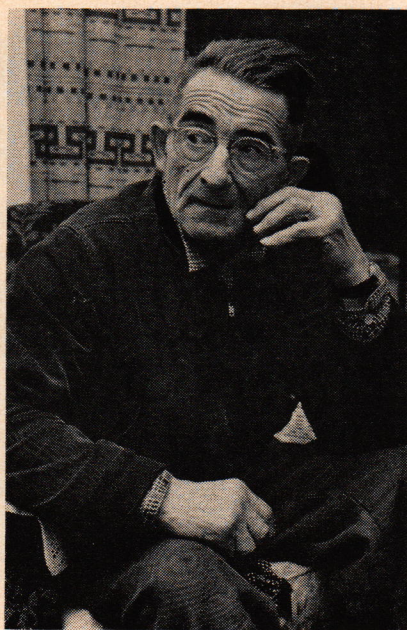
Fifty miles south of Vincennes lies the town of New Harmony where, a 130 years ago, the Scotch

(Continued on page 27)

At Pepsi Cola plant in Indianapolis, Camie Akins loads cartons into boxes on conveyor for bottling.



Harry Suri, charter member of Local 135, recalls the days in Hoosier capital when he worked long hours at low pay.



Mayflower van lines has headquarters in Indianapolis, trains new drivers here. That's trainer Ted Gard, left, putting John Spangler through paces.



Visitors Study U. S. Labor

President Dave Beck and Vice President James R. Hoffa who was in Washington at the time of the visit. The general program of the Teamsters' Union was explained to the Italians and a detailed account of the new Central States Conference city cartage and over-the-road contract was explained to the transport workers.

The second group was composed of some 35 representatives of labor and management from nine European countries. Three interpreters

Lewis C. Harkins, director of the National Cannery Division; Sam Baron, in charge of field organization work for the National Warehouse Division, and Al Weiss, Teamster economist, spoke to the group which met in the auditorium of the Letter Carriers' building where the International Union has its headquarters.

Vice President Mohn in his remarks outlined the general program and jurisdiction of the International Brotherhood of Teamsters and explained some of the complex problems of American distribution in terms of unionization. He stressed the Teamsters' policy of adhering in good faith to signed agreements with employers. He emphasized the philosophy of the Teamsters' Union toward a policy of democratic action as opposed to compulsion.

Mr. Mohn pointed out that the Teamsters now, as they have in the past, follow a policy of winning gains through economic rather than political action. He pointed out that the fundamental philosophy of Samuel Gompers, founder of the American Federation of Labor, is good doctrine today: reward your friends and defeat your enemies. He said that fairness to the cause and needs of the working people is the standard of judgment—not political labels—in assessing the worth of candidates who are up for public election in America, insofar as the Teamsters are concerned.

Representatives of Ten Foreign Nations Visit International Head- quarters to Inspect Operation.

THE facts of life in American trade unions are being learned by visiting teams of union leaders and management representatives brought to the United States in groups by the Foreign Operations Administration. These groups or teams represent various nationalities and backgrounds. Two such groups visited the International Brotherhood of Teamsters headquarters last month.

The first team was composed of transport workers from Italy. This group of eight met with General

accompanied the group relaying the speeches and explanations in French and German. A number of the team members spoke and understood English.

This group was composed of union and management leaders who were making a special study of the impact of technological change on the worker. The visit to the Teamsters was one of the last stops made before the members of the group departed for Europe on their return trip.

Vice President Einar Mohn;



Italian labor leaders visit Teamster office. Shown with General President Dave Beck are (from left): Guido Giacomini, Alberto Memo, Luigi Chiucini, Virginia Brown (interpreter), Richard O'Driscoll (team manager), Livio Ligori, Vincenzo Caracci, Antonio Belli, Oratio Jiusti (interpreter), Federilo Galofaro and Salvatore Ramelaccio.

Director Harkins of the National Cannery Division pointed out to the visitors that the Teamsters are "organized to protect, not combined to injure." He pointed out that the International Brotherhood of Teamsters has a policy of no discrimination on the grounds of race, creed or color and that as a result the union is one of the most diversified in America. Mr. Harkins explained the importance of the food and canning and processing industry in America and gave specific illustrations of how Teamster organization has helped advance the cause of workers in this industry. He closed his remarks by saying that the Teamsters sought to give an added ingredient to workers whom they organized — "something more than wages, hours and conditions — an added dignity of the individual as a human being and a real sense of security."

Mr. Baron drew attention to the fact that as the group members had visited various sections of the United States they had undoubtedly found answers to many questions raised by propaganda efforts in Europe. He said that they had found the United States bursting with production, but that there are clouds on the horizon, clouds which might spell unemployment and the visitors should be aware of these dangers as well as of the great production resources.

ECONOMIST SPEAKS

The most detailed address to the visiting group was given by Economist Weiss who spoke on the workers' attitudes in America to the introduction of technological change. In introducing his discussion Mr. Weiss said that the American workers' attitude toward technological change grows out of our peculiarly American experience and heritage and that there is no single solution in dealing with technological change.

A key factor in the development of the acceptance of technological change in America, said Weiss, is found in the growth of a strong labor movement. He cited three important considerations in this connection. He said that the labor movement in America accepts the free enterprise capitalistic system of econ-



Group leaders attending the meeting at the Teamster offices last month included (from left) Dr. George L. E. Uebler, secretary of the Bavaria, Germany, Metal Industries Association; Hans J. R. von Boeckh, head of the Sub-department, Federal Ministry of Economics, Germany; Gilbert Bacri, Chief, Regional Division, Department of Labor, Paris, France; Dr. Walter Gehr, advisory on monetary matters, Federal Chancellory of Austria, Vienna, and Dr. Raymond Saint-Paul, liaison officer between the Ministries of Labor and Education of France, Paris.

omy. Secondly, U. S. unions by their aggressiveness in seeking improved wages, hours and conditions force management into new techniques, new methods, and procedures in order to be able to pay the demands requested of management. Thirdly, he said, labor gets a voice—or is getting a voice—in the introduction of technological change in order to reduce the impact of change on the worker.

"Management in America has learned a basic premise: the importance of developing a spirit of teamwork and cooperation in order that technological advances can be made. This is an important factor in the American scene. An important characteristic of the American worker is the fact that he is *job* conscious rather than *class* conscious. We look to economic power for our advances rather than to political parties or political action.

"The U. S. workers do not believe in a fixed piece of pie," the speaker said using a homely illustration to point up his discussion. "We believe that the pie can and will become bigger and a bigger pie means a bigger piece of pie for labor. This concept is important in knowing the reason why labor in America does not obstruct technological change."

Weiss said that if he were to give a one-word summary or a one-word appraisal of the American worker's attitude he would use the word "control" or the word "regulation."

"We do not oppose," the Teamster economist explained, "but we do seek to regulate the introduction of changes. Unions in America are interested in the prosperity of industry, for they know that only a prosperous industry can pay decent wages. Unions accept changes in the technological setup when they are given safeguards or assurances that safeguards will be established and that the worker will not suffer. Unions accept changes but want them made in orderly fashion and with full protection to the worker.

WORKER'S ATTITUDE

"The American worker's attitude is not hard to analyze. We know that people are slow to accept change and the American worker is no different from anyone else. He is beset by two fears: a fear that the worker will lose his job and a fear that the employer will get all the benefits from the introduction of technological change. These fears lead to the conclusion that the worker insists that he and his union be consulted—joint consultation in advance on what is planned to be done.



Among the groups attending the meeting sponsored by FOA at the Teamster offices last month were a number of trade union leaders. SEATED (from left)—Alf Henry Andersen, secretary, Norwegian Federation of Trade Unions; Byrge Quist, secretary, Economic Board of the Danish Federation of Labor, Copenhagen; Stefan Billes, acting secretary, Austrian Trade Union Federation, and Holger Petersen, treasurer, Federation of Textile Workers of Denmark, Copenhagen. STANDING—Alexis Delorme, provincial secretary-general, French Christian Workers; Emerich Wenger, secretary, Austrian Union Federation for Lower Austria; Robert Oppenheim, office of French Ministry of Labor, Paris; Carlo Mattotti, office of the National Directorate, Italian Trade Unions and a member of the Italian Parliament.

The worker, after all, is a human being and must be treated as such when changes are made."

Weiss pointed out that from an economist's view technological change is good for the country, but from the worker's point of view he must deal with the problem "here and now." Changes have an impact on the day to day and week to week welfare of the workers and this welfare is of immediate—not long range concern—to the working people and their unions. Thus the working people must meet these day to day impacts through their union in the processes of negotiation and collective bargaining. He pointed out that in the short run the creation of new industries and new methods which may give new employment do not take up the slack of displacement of old employees wrought by technological advancement.

SPECIFIC CLAUSES

At this point in his address the speaker gave a number of illustrations of specific clauses in a large number of collective bargaining contracts which seek to give some measure of protection to workers affected by the introduction of technological methods or machinery. Each clause

was discussed by the speaker after it was presented. The clauses as given were:

1. Management agrees to discuss with the union in advance of the introduction of technological change.
2. The union pledges that it will cooperate with management in any improvement installed.

3. Management guarantees workers against reduced earnings even if the job is simplified. (Sometimes this is challenged and the dispute may even go to arbitration.)

4. New rates set for work will be developed through negotiation.

5. The employer will give severance pay to displaced workers.

6. The employer offers to transfer displaced workers to other jobs in other departments in the plant.

7. The employer is obliged to give the displaced workers the first chance at any new jobs which may be available.

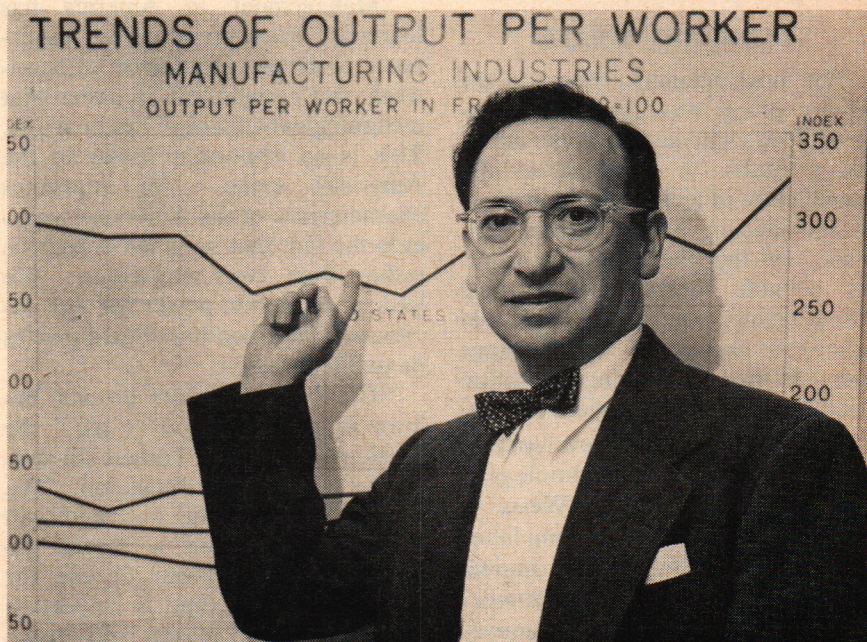
8. The displaced workers are to be given preferential treatment in replacement before new workers are hired. (Called "preferential seniority.")

9. When the worker is transferred, following displacement, to other work, he retains his wage rate on the new job even though the new work pays less—up to one year. (One year wage protection.)

10. The employer offers to provide training for displaced workers with earning security during training period.

11. The employer *with the consent* of the workers may elect to choose the younger worker with the older worker electing to retire on a

(Continued on page 26)



Al Weiss, Teamster economist, was the principal speaker at the recent meeting of productivity team members from nine countries which visited the General Office last month.

UNITED PARCEL BEGAN WITH ONE MODEL T

UNITED PARCEL SERVICE was founded in Seattle in 1907 by its present president, J. E. Casey. Operating from a basement office and with four men atop bicycles as his staff, Casey dispatched his messengers with care, always alert to the need for rendering good service. Soon he had the city of Seattle marked off into zones and was billing his clients on the basis of volume of trade and distance traveled.

In 1913, Casey purchased his first "truck," a Model T-Ford, and converted his messenger agency into a motorized merchants' service. Since then, the motor vehicles, from the battery-powered electrics (a few electrics are still used in New York City) to today's tailored-for-the job types including revolutionary new plastic-body vehicles, have played key roles in each UPS advance. It was Casey's lead in adapting the horseless carriage to the delivery business that literally powered the System's nationwide expansion.

The pattern of United Parcel's growth in consolidated delivery has been likened to a Pioneer Days Expedition in reverse, starting first with expansion up and down the West Coast—Oakland (1919), Los Angeles (1922), San Francisco (1925), Portland and San Diego (1927),—then moving east to New York City in 1930. After that came Cincinnati (1934), Milwaukee and Philadelphia (1938), Chicago (1940), Detroit (1944), Minneapolis (1946), Pittsburgh (1950), and Cleveland (1954).

This growth was, of course, a by-product of the trend toward suburbanization . . . the outward migration of the population from cities which caused the department stores to extend and expand their delivery services to meet neighborhood competition. Many leading stores over the nation decided that Consolidated Delivery—the United way was the

From time to time "The International Teamster" will report on an activity within our jurisdiction which should be of interest to the members. This month both the front cover and the accompanying report tells about the growth and development of the United Parcel Service.

This organization, with offices in many parts of the United States, employs members of the International Brotherhood of Teamsters under contract with good wages, hours and working conditions.

SEE COVER

best answer to this problem. United Parcel, in handing over a package to the customer, makes a point of doing it in the name of the store whence the item came.

Heavily accented are public relations and especially the personalized part played by the System's 4,000 drivers who, in their familiar brown uniforms and brown trucks, have long since become a welcome neighborhood institution.

In each of 14 metropolitan areas served by United Parcel Service, UPS personnel daily process the flow of packages, smoothly and expertly. Pick-up trucks transport the bundles from the stores to a Central station.

Central separates them by substations, van-type vehicles relay them to the substations, and there in turn the parcels are sorted by delivery areas . . . where the trim brown delivery trucks driven by safe drivers, supply the finishing touches.

A major forward step in 1953 was the expansion of a wholesale operation—small package delivery to retailers for wholesalers and manufacturers—to embrace the entire Los Angeles and San Francisco trading areas, and the further expansion in 1954 of this wholesale delivery service to link up both these cities with the cities and towns in the San Joaquin Valley.

This wholesale service picks up from a list of over 5,000 customers

in the State of California, and delivers packages the next day to a large portion of the state at rates lower than parcel post. Chicago was the next city to develop wholesale operations and shortly shippers in the Chicago Metropolitan area were making dependable next day deliveries by UPS in a territory stretching from Springfield on the south and Rock Island on the west, northward to the Wisconsin border.

In the Chicago territory, the rates are also as low or lower than uninsured parcel post. On January 17, 1955, the most recent wholesale operation was opened up at Cincinnati to cover an area fanning out as far as Columbus, 115 miles from Cincinnati.

Now, United Parcel has an airborne arm, "United Parcel Service—Air" which has taken to wing in a major move linking nine of the 14 company served metropolitan areas. This new venture utilizes the familiar brown truck operations for ground service and the planes of scheduled airlines for service aloft. It is opening wide new horizons in the field of speedy parcel delivery. UPS-AIR is geared to bring shippers up to 7 days closer to their most distant customers without the burden of cost generally associated with air parcel shipment. Thus the shippers receive a substantial lift in pioneering new markets, extending short selling seasons and building valuable customer good will.

REDUCE RATES

The objective of UPS-AIR is constantly to reduce rates to the point where more and more ordinary parcel post packages will be delivered by the UPS-AIR operation. Today as it was in the very beginning, the success of retail, wholesale, and air parcel delivery is anchored to the UPS's basic business tenet, "courtesy, neatness and dependability build good will."

Starting with a small messenger service, United Parcel has blossomed into the world's largest consolidated delivery system. Best of all, United Parcel is alert and aggressive in its constant search for new markets and the opportunity to expand its business and to develop job opportunities.

1955 CONFERENCES



NATIONAL TRADE DIVISIONS

Tuesday, April 12 through Friday, April 15
Palmer House, Chicago, Illinois

GENERAL President Dave Beck has announced that the 1955 National Trade Division Conferences will meet in Chicago, April 13-15. Both policy committee and general sessions will be held. Registration will begin April 12 at 2 o'clock p. m. A tentative schedule of the meetings has been issued by the General President's office. In addition to plans for the coming year, the 1955 National Truck Check will be discussed and dates for the annual checking campaign set.

Tentative Schedule of Meetings

TIME: April 13-15

PLACE: Palmer House, Chicago, Ill.

TUESDAY, APRIL 12, 1955

Registration—2 to 5 p. m.—Third Floor, Palmer House.

WEDNESDAY, APRIL 13

Morning

Registration — continued — Outer Foyer, Red Lacquer Room.

Opening General Session of All Trade Divisions, 9 a. m. to 12 noon, Red Lacquer Room.

Afternoon—2 p. m.

Policy Committee Meetings of Following Trade Divisions:

National Warehouse Division—Crystal Room.

National Division of Building Material & Construction Drivers—Room 11.

National Division of Fresh Fruit, Vegetables & Produce Industry—Room 6.

National Trade Division of Laundry, Linen & Dry Cleaning Drivers—Room 5.

National Division of Brewery & Soft Drink Workers—Room 4.

Evening—8 p. m.

Policy Committee Meetings of Following Trade Divisions:

National Over-the-Road Division—Crystal Room. (First planning session for National Truck Check.)

National Trade Division of Chauffeurs & Taxicab Drivers—Rooms 15 & 16.

National Cannery Division—Room 6.

Newspaper & Magazine Drivers & Handlers, Circulation Employees, Studio, Film, Theatrical, Radio, Television & Sound Truck Chauffeurs Division—Room 1.

THURSDAY, APRIL 14, 1955

Morning—9 a. m.

Policy Committee Meetings of the Following Trade Divisions:

National Automotive, Petroleum & Allied Trades Division—Crystal Room.

National Bakery Division—Room 5.

National Dairy Division—Room 6.
Federal, State, Municipal & Public Service Employees National Division—Room 9.
National Miscellaneous Division—Room 4.
National Truckaway & Haulaway Division—Room 11.

Afternoon—2 p. m.

General Caucus Meetings of Trade Divisions:
National Automotive, Petroleum & Allied Trades Division—Red Lacquer Room.
National Bakery Division—Illinois Room
National Cannery Division—Room 9.
National Dairy Division—Room 17
National Division of Building Material & Construction Drivers—Crystal Room.
National Trade Division of Laundry, Linen & Dry Cleaning Drivers—Rooms 15 & 16.
National Division of Brewery & Soft Drink Workers—Room 18.

Evening—8 p. m.

National Over-the-Road Division—Red Lacquer Room.

FRIDAY, APRIL 15, 1955

Morning—9 a. m.

National Miscellaneous Division—Room 18.
National Warehouse Division—general session—Red Lacquer Room.
National Division of Fresh Fruit, Vegetables & Produce Industry—Room 6.
Federal, State, Municipal & Public Service Employees National Division—Room 11.
National Truckaway & Driveaway Division—Rooms 15 & 16.
Newspaper & Magazine Drivers & Handlers, Circulation Employees, Studio, Film, Theatrical, Radio, Television & Sound Truck Chauffeurs Division—Room 5.
National Division of Chauffeurs & Taxicab Drivers—Room 9.

Afternoon—2 p. m.

Closing General Session—All Trade Divisions—Red Lacquer Room.

SPECIAL NOTE: Details on hotel reservations for the Palmer House are being mailed to area conferences, joint councils and local unions. These meetings are of the utmost importance with problems covering a wide range of activity on the agenda and General President Beck is urging strong representation from all sections of the country.

3rd Annual Central States Conference Meetings

The third annual meeting of the Central States Conference of Teamsters will be attended by more than 650 delegates. This meeting, a two-day affair, will be held *following* the National Trade Division sessions. (Last year the Central States meetings preceded the National Trade Division meetings.)

TIME: April 16 and 17

PLACE: Palmer House, Chicago, Ill.

FRIDAY, APRIL 15

7 p. m.

Banquet—Grand Ball Room.

SATURDAY, APRIL 16

Morning—10 a. m.

First General Session—Red Lacquer Room.

Afternoon—2 p. m.

Trade Division Meetings:
Building & Construction—Room 14.
Automotive & Petroleum—Room 18.
Public Service—Rooms 15 & 16.
Beverage & Brewery—Room 17.

Evening—8 p. m.

Trade Division Meetings:
Dairy—Room 14.
Warehouse—Room 18.
Cannery—Room 7.
Laundry—Room 8.
Miscellaneous—Room 17.

SUNDAY, APRIL 17

Morning—9 a. m.

Trade Division Meetings:
Freight—Red Lacquer Room.
Chauffeurs—Room 6.
Bakery—Room 18.
Produce—Room 15.

Afternoon—2 p. m.

Second and Last General Session—Red Lacquer Room.

International Brotherhood of Teamsters, Chauffeurs and Warehousemen of America

EDITORIALS

Progress in Canada

With this issue of THE INTERNATIONAL TEAMSTER announces the second annual conference of the Canadian Teamsters. This meeting, scheduled for Windsor, Can., June 4 and 5, will be one in which substantial progress can be reported.

The first Teamster conference with all locals in the Dominion represented was held last August and so the 1955 meeting will be some 10 months later. And in these 10 months, we are glad to say that marked progress can be reported. The International Brotherhood of Teamsters is developing a close relationship between the Teamsters of Canada and of the United States. Instead of working out, administratively, a cross-Canada organization, the Teamster locals of Canada are working with their appropriate geographic counterparts in the United States. Thus Teamsters in the West will be affiliated with the Western Conference of Teamsters; those in the central areas with the Central States and those in the East with our Eastern Conference of Teamsters.

We believe this method of organization and operation is proving effective. The meeting in Windsor in June will indicate just how successful this type of approach is proving.

Pan American Day

This month on April 14, the American Republics will celebrate Pan American Day. On this day special programs and ceremonies will be held throughout the United States, Mexico, Central America and South America marking another milestone in progress.

The affairs of Latin America too often are neglected in the general volume of news which passes over the nation's news tickers and onto the pages of our daily journals. We seem to get more news from Europe than from South America, by far. We often get more news from other parts of the world, much farther away, and in many ways less important to us than from the other American Republics.

Some years ago the nation inaugurated the "Good Neighbor" program and that seemed to help a great deal in bringing the United States and Latin America closer together. In recent years, however, that program seem somehow to have gotten lost in the general shuffle of foreign affairs. The results of such a neglect is a loss in the good will which the United States can ill afford at this time. And, moreover, the countries of Latin America are inclined to look to the Old World rather

than to the United States if those countries feel that they are being neglected or snubbed either consciously or unconsciously.

Latin America represents a great reservoir of good will, of culture, of trade and resources. We could well do with paying far more attention to Latin America than we have been doing—attention that is directed on a year around program. Pan American Day is a good time to take a re-inventory of our relations and see how we can improve them, for any improvement would result in doing ourselves as well as our neighbors favors which can spell handsome dividends in good will.

Highway Program Progress

President Eisenhower has submitted to Congress his recommendations for a national highway program. These recommendations were accompanied by the report of the Advisory Committee on a National Highway Program. This report was replete with data and information about the problems confronting the country on our highways.

In addition to the Administration bill Congress also has before it a measure sponsored by those who have ideas somewhat at variance with those embodied in the Advisory Committee's recommendation. There appears a strong disposition on the part of Congress to study with great care the principal proposals designed to remedy our highway situation.

The nation is receiving a liberal education in highway problems and will continue to receive lessons in what is wrong with our roads until some satisfactory legislation is enacted. The country is beginning to realize that our highway system is in serious need of attention and that attention will cost money, a great deal of money.

Whatever answer Congress may give—if it attempts to answer the question posed by the Advisory Committee's report—will be an expensive one. But what the country should realize is this: it will be far more expensive *not* to take remedial action on a decent scale than to let our roads suffer further neglect.

Exchanging Views

One of the ingredients in successful international labor relations will be found in the increased opportunities afforded to exchange views. American labor leaders and representatives from trade unions have an opportunity to obtain the views of others during world

conferences and special teams brought over under Government auspices have a chance to hear our own labor leaders explain the workings of our movement.

Last month two teams from Europe visited the headquarters of the International Brotherhood of Teamsters. One was a transport workers' team and another was a productivity group. Our visitors had an opportunity to hear officials and staff personnel from headquarters explain the workings of our International Union. The visit with the Teamsters was one of many stops which the teams made in their trip to America and we are certain that the members of the groups had an opportunity to learn a great deal about American labor ways.

Next month the International Confederation of Free Trade Unions will meet in Vienna, Austria. A number of members of the American Federation of Labor Executive Council will attend as delegates, including General President Beck. This meeting will see delegates from all parts of the free world gathered. In the formal meetings and even more effectively in the informal meetings outside the regular programs our delegates will have an opportunity to meet with those of other nations and exchange views, an exchange which should be informative and healthy for all concerned.

Battle On Many Fronts

Efforts to fight disease are carried forward on many fronts and through literally armies of workers. These workers are both paid and volunteer. The paid workers are those in hospitals, research organizations, colleges and universities and other organizations dedicated to man's fight for health and life.

The drives against disease are becoming extremely, highly organized. So highly geared are these programs that each of the major efforts seems to have a "month" devoted to it. January is devoted to the National Foundation for Infantile Paralysis and the March of Dimes. February is devoted to efforts of the American Heart Association and March to the American Red Cross Roll Call and this month the National Tuberculosis Association has its annual Easter Seal drive.

These efforts are all commendable. THE INTERNATIONAL TEAMSTER is always glad to call the attention of the membership to these efforts. The record of our membership at every level is a good one. This magazine carries frequent stories about the participation of our local unions and joint councils in work of these humanitarian organizations.

If at times we may appear not to give the recognition which the sponsors feel are deserved, it is not through any lack of thoughtfulness on our part. These campaigns are worthy indeed and we like to think of them as year around drives rather than campaigns devoted to any certain month. These are battles on many fronts.

This is particularly true of the constant fight against heart disease, called America's No. 1 killer. The tensions of the times are creating more and more cases of heart and circulatory disorder, not less.

Great Challenge—Great Answer

Many developments in the news of the day are focussing attention on trade unions, their purposes and the way they work. Some of these developments are resulting in distorted and often unfair criticism about unions and union leadership.

Organized labor has a long and honorable heritage, going back more than a century. Unions were established in answer to certain basic needs. Working people learned that they could not achieve decent consideration in obtaining fair wages, reasonable hours or decent working conditions without unions. Today unions are fighting for the same basic demands: wages, hours and conditions.

These demands are fundamental and have constituted a great challenge to the working man, a challenge which he has accepted through the formation of trade unions. More than a century ago unions were considered both radical and illegal and many were the conspiracy charges brought against labor groups in the early days of the last century. But laboring people joined together to form collective strength and developed the system of collective bargaining whereby the strength of many is combined for the benefit of each member. Individual bargaining has long been discounted as an effective means of advance. Thus today we find that collective bargaining ability must be exercised to meet modern needs and demands just as the early unions met their challenges through unified action on the economic front.

Today trade unions form the great answer to the challenge of our time, a challenge which continues and which can and must be met through alert, conscientious and constant trade union activity every day of every year.

Congratulations, President Meany

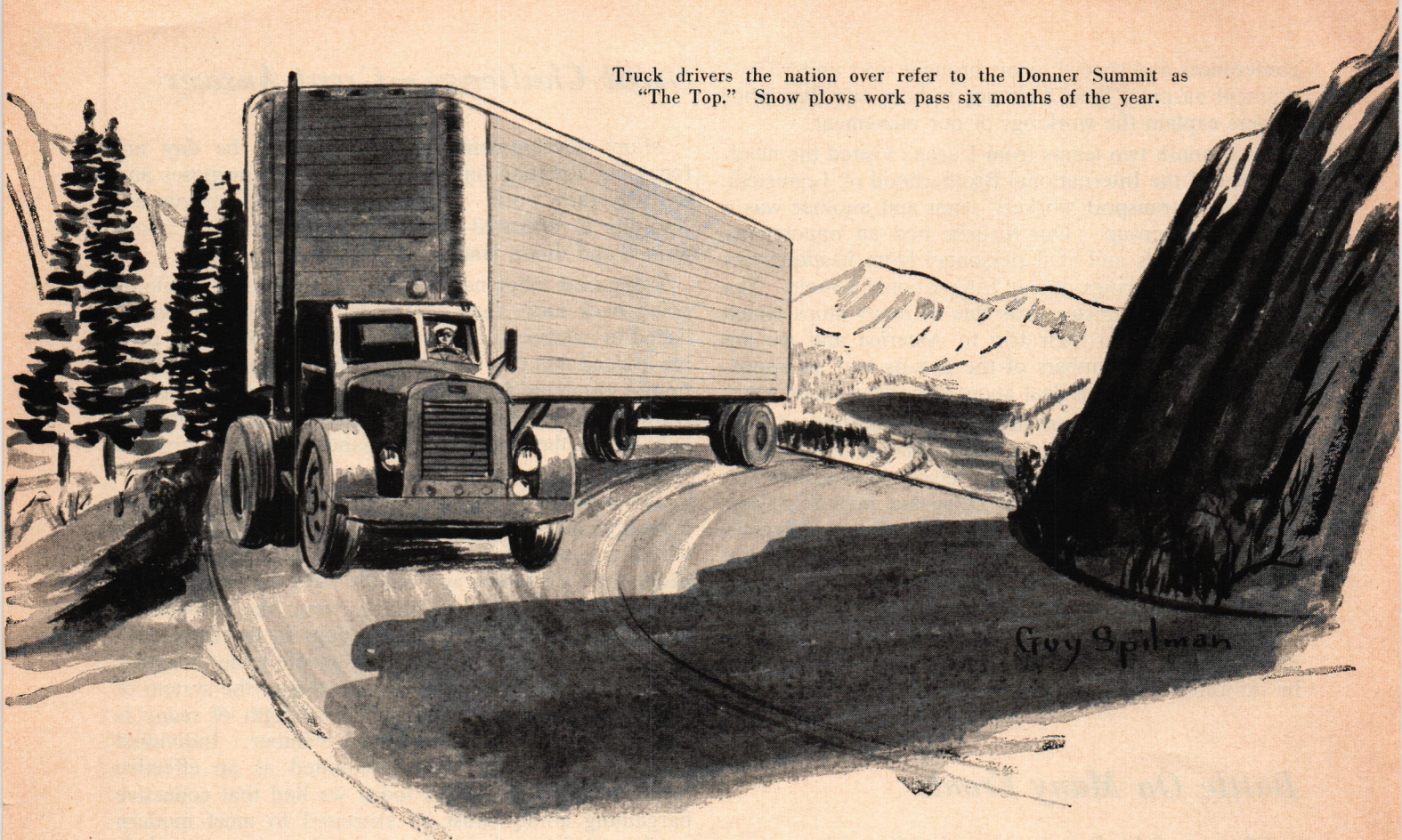
The International Brotherhood of Teamsters is glad to add its congratulations to the many which have deservedly come to AFL President George Meany as the result of two recent signal pieces of public recognition which have come his way.

Last month the University of Notre Dame bestowed on Mr. Meany the Laetare Medal for 1955 as an "Outstanding American Catholic layman." This award is made public annually on the fourth Sunday of the Lenten season. The award has been presented annually by the University of Notre Dame since 1883 to a famous lay figure of the Catholic faith.

A famous newsweekly, *Time*, devoted a front cover and a leading article to President Meany and recounted his career and place in the labor movement. This particular type of reporting and coverage by the magazine is reserved only for outstanding public figures.

Both *Time's* coverage and Notre Dame's citation are well merited and the Teamsters are glad to extend their warm felicitations.

Truck drivers the nation over refer to the Donner Summit as "The Top." Snow plows work pass six months of the year.



Running 'the Top'

... that's trucker talk for the rugged haul over the backbone of the continent

By PAUL HANEY*

THE deep-throated purr of the 200-horse diesel emphasizes the "See yah" that driver Emerson "Ed" Rucker throws at fellow drivers on the Pacific Intermountain Express dock at Elko, Nev. Logging the departure (10:02 p. m.), a shift foreman intones absently, "Rucker rides again."

Into Elko's Main Street Rucker encourages his ponderous rig over

* The accompanying article is used courtesy of the Monsanto Magazine, publication of the Monsanto Chemical Company, St. Louis, Mo. The article discusses problems of long-line hauling in a dramatic manner which will be of interest both to over-the-road drivers familiar with this type of work and to other Teamsters who will be given an insight into the work and problems of this classification of our jurisdiction.

whose engine can be heard the cacophony of Nevada's leading industry; past the Stockmen's and the Commercial, out of which spill the monotone of neon tanned stickmen ("Eight'sa point, eight'sa point; make eight, don't wait") . . . whirling of hundreds of slot machines . . . rhythmic bleat of "PICK-yah-LUCK-key NUM-bah."

"Never touch it myself. Gambling's for the gambler," says Rucker philosophically as he goes about his routine cab check: popping his air brake lever; blinking his lights; daubing a rag at nonexistent dust on the windshield.

Swinging onto route U. S. 40, Rucker gears slowly into high as Elko becomes a diminishing glow in the rearview mirror. Out in front,

the truck's lights finger the blackness bordered by sand and brush. Up in the cab, Rucker is boss; in command of a truck worth \$20,000, pulling a mixed cargo valued at twice the price of the truck.

"Well, let's see out at 10. It's a good night. No sand blowin'. She's pullin' steady. We ought to be in by 7."

Destination? Reno, some 290 miles to the west. To get there he will stay on route 40 all the way, a stretch of road Rucker knows better than many men their home driveways.

He's been driving the Elko-Reno run for 14 years, the last three for PIE, one of the nation's largest trucking firms—linking Chicago and St. Louis with Los Angeles and San

Francisco and serving about 100,000 customers. The company recently purchased two smaller trucking companies, expanding their service in the West and particularly along the Pacific Coast. PIE also has trailer interchange agreements and servicing points as far east as Boston and Charleston, S. C. Thousands of cities and towns in the United States have no rail service, wholly depend on trucks for their shipments.

"My home's in Elko so I stick to this run," Rucker continues, seemingly oblivious to the sound of the engine directly under him. "I like the nightside best. Less traffic to fight.

"But out here at night you have to watch yourself. Some tourists get the idea they can drive forever without getting tired. They doze off and first thing you know they're either digging holes in the sand or they're heading straight at you."

This is one reason Rucker, like other teamsters, depends heavily on light-dimmer switches. "I give them one long blink. If they don't blink back, I start edging over to give them all the road I can, figuring they're asleep or drunk!"

Under a trucker's foot, the dimmer switch becomes a telegraph. The code varies from one section of the country to the next but in the west two blinks means all's well, the road is clear. Three blinks—danger. Maybe an accident or a rock-slide ahead. . . . "Or a rookie cop itching to write his first ticket." Anyway, three means take it easy. And four blinks? Stop immediately. There's serious trouble ahead.

And . . .

Wham! Ed hits his air. The cab of the truck lurches.

"Did you see *that*!" Ed exclaims, pointing at a car ahead, now back in the right lane after swerving out to pass on a grade in the face of oncoming headlights. Rucker shakes his head disparagingly and settles back.

"Getting back to the lights," he goes on, "it helps break the routine to nod to the other boys. We all know each other. Kinda lonely out here where you don't see a house for maybe 30 or 40 miles." (Later, at

a point where highway and Southern Pacific Railroad tracks run parallel, the beacon on a speeding locomotive blinked twice. Rucker grinned and blinked back.)

Now, about 50 miles out of Elko, Rucker suddenly guides his truck off on a broad shoulder and stops. "Time to beat my tires," he explains cheerfully. With a tire iron in hand, he circles the truck whamming each of the tires which buoy the load.

Every 50 miles PIE drivers repeat this tire-thumping operation—partly to break the driving monotony but, mainly, to guard against flats. By the sound of a thump, a driver knows if a tire is all right. A flat tire overheats quickly. Gone unnoticed, it may smolder and finally burst into flame.

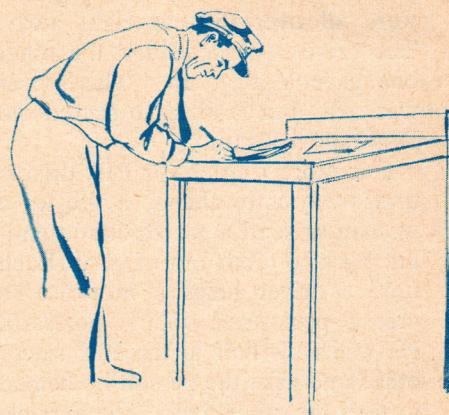
For PIE drivers these periodic inspections of lights, axles and brake drums, as well as tires, are standard. There's no getting around them because of a dutiful "secretary" that rides in the cabs of all PIE trucks.

The secretary is a tachometer, a clock-like instrument hooked to the speedometer which records the truck's every action. It does this on a circular piece of graph paper on which a stylus constantly tracks the speed of the truck. The outer edge of the paper is spaced off in minutes and hours. At the end of a run, a driver can look at his trip graph and tell when and how long he stopped for lunch, where he "beat his tires," where he was held up by a train.

These graphs also prove there is more fiction than fact in motorists' travel accounts which often begin, "Well, this great big truck came tearing down the highway, doing 90 or better. . . ." PIE sets a top speed mark of 50 which its drivers must toe—even in Nevada where there is no state speed limit. Graphs show the company limit is very rarely exceeded.

Trucker caution is further emphasized by the number of traffic citations these professionals hold. Indeed drivers work hand in hand with Nevada patrolmen and sheriffs. Each values the other's aid.

"Oftentime the police—I know every one of them between Elko and Reno—stop us and ask us to watch



Before each run a driver records mileage and gas and oil put in. . . .



. . . double-checks manifest of cargo.

for a car. When we spot it, we hightail it to the nearest phone," says Rucker. "Don Barbee, driving that PIE rig up ahead tells the best one along that line.

"One night leaving Elko, Barbee got tipped to watch for a '53 Olds. Two men had just held up a grocer near Elko. They were California-bound with the grocer tied up in the back seat.

"Outside of Lovelock, Barbee spotted two cars moving up on him fast from the rear. It was the Olds and two deputies chasing it—both of them doing over 100 and shooting at each other every step of the way.

"As the Olds passed Ed, the deputies hit its driver. The Olds swerved right in front of Ed. To miss the car, Ed was forced to take to the sand.

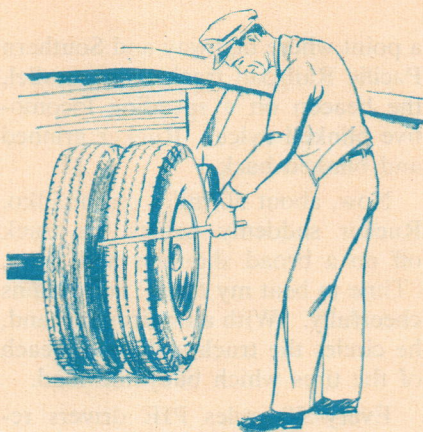
"A quarter mile down the road,

the Olds piled up. The deputies were all over the car right away. The driver was dead and the other one gave himself up. The grocer was okay but it liked to scared old Don half to death."

Far more routine for PIE drivers under way is to change a tire for a woman or send a gas station attendant back to a car out of gas. Each time a driver helps a motorist he uses a perforated double postcard. He mails his half to the PIE safety office and asks the person he helped to post the other half. The average number of cards sent in each year is about 600. Occasionally drivers discover auto accidents, more often than not involving just one car. "Sometimes we find a bad one, like a head-on job," muses Rucker.

At 7 a. m.—on the nose—Rucker wound his way into "The Biggest Little City in the World." Here he got an eight-hour rest before taking an eastbound truck back to Elko. PIE gives its trucks a reconditioned engine and a down-to-the-chassis overhaul every 140,000 to 150,000 miles at its maintenance shop in Denver. However, no such rest now awaits the truck.

Within an hour, another driver—Virgil "Mac" McElhone—climbs into the cab and "revs her up" before pulling out of PIE's Reno yard. Mac's job is to get this freight, most of which was picked up 72 hours earlier in Chicago, over the final leg of



Driver stops to "beat" tires every 50 miles.

its journey to Oakland in the San Francisco Bay area.

To reach the Bay, Mac must guide his charge over 249 of the most rugged miles in American trucking; over the Sierras and Donner Summit; what truckers the nation over know and revere as "The Top."

Few drivers are better qualified for running "The Top." This trip gives Mac 1,300 "official business trips" over Donner Summit. Perhaps better than any other Oakland-Reno driver, Mac knows the tricks "The Top" can pull out of its storm-tossed hat.

For example, as he runs through the valley approaching "The Top," Mac recalls a Fourth of July when it was snowing on the summit. "And coming down hard, too" says

Mac, a 36-year-old native of Wyoming who's been "jamming gears" for 17 years.

Snow plows work "The Top" about six months out of the year. Infrequently, they're called out during summer to plow the pass named for an Illinois guide (Capt. George Donner), half of whose party of settlers starved or froze to death in an 1848 blizzard, just about two miles short of the pass.

"There's the Donner monument over there," Mac points. "It says that Donner found the snow 22 feet deep in the cut. As far as I know that was the record until 1952 when better than 27 feet piled up there."

"That was a mean winter, '52. I got stopped at the foot of the pass for three days with a bunch of other drivers. We never did get through. Wound up running down through Bakersfield (100 miles south) to get to Reno. Summer or winter, there's no telling what you're going to run into up there. I've had to 'put on iron' as late as Memorial Day."

"Put on iron?"

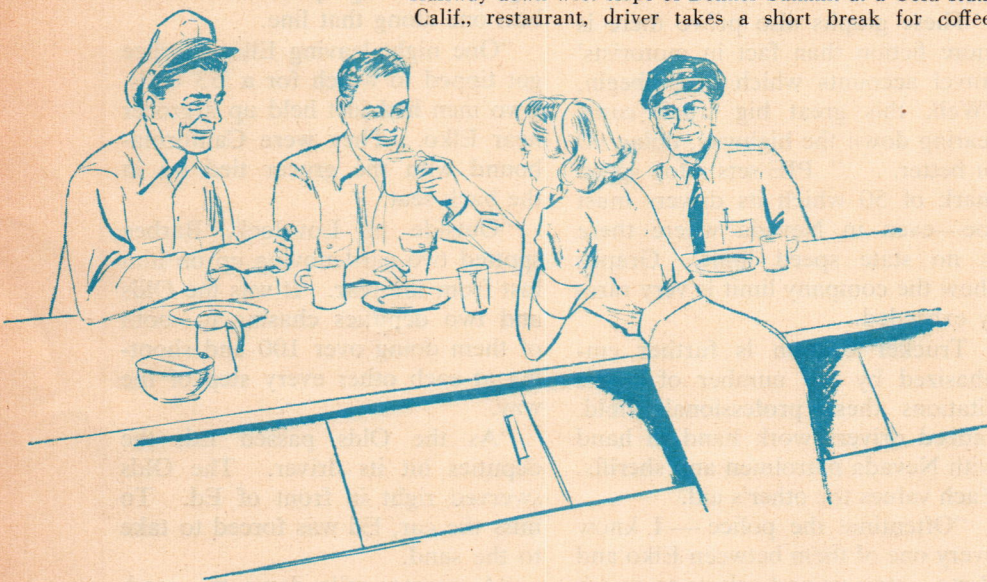
"Yeah, you know, chain up."

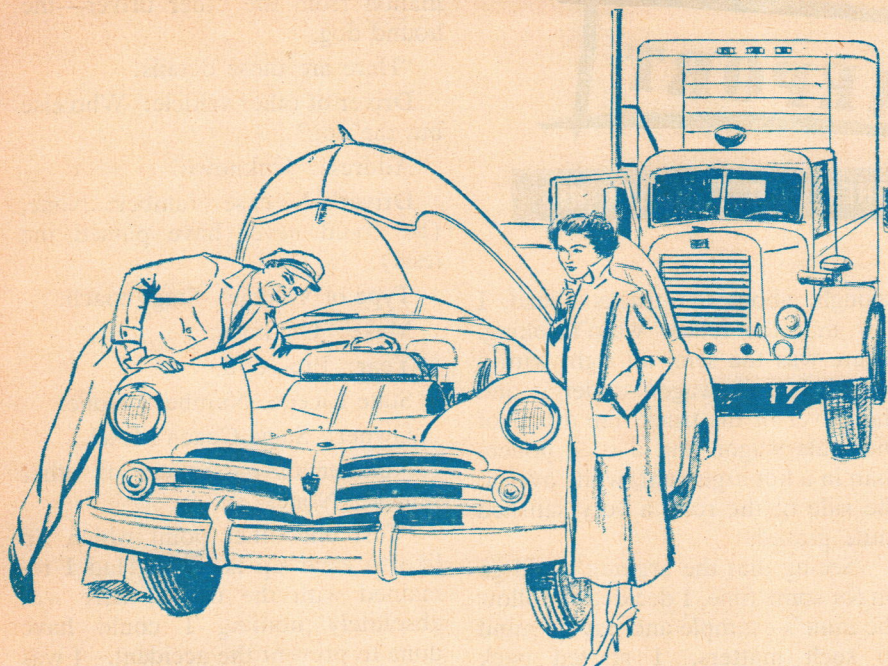
Suddenly the road seems to rear up. "Here we go," says Mac as he begins gearing down for the two-mile pull to the top. To make it, he works with rare dexterity, dropping back through all of the truck's 12 forward speeds except "first under"—the bottom. "That's reserved only for hills of more than 90 degrees," grins Mac. Before he reaches the Bay, he will have shifted gears more than 1,400 times.

At eight miles an hour, the truck crawls up a two-lane shelf dynamited out of sheer rock. Nearing the top, it's several thousand dizzying feet to the canyon floor and Donner Lake. It's late Spring but snow is plowed nine feet high beside the truck. Occasionally Mac pulls into depressions in the rock to allow autos to stream by.

A sign—"Donner Summit, 7,135 feet"—and clusters of cars in tourists' turn-offs tell you're at the top. "I don't care if I make this run 1,300 more times, this'll always be a welcome sight," says Mac. For westbound truckers, however, the obstacle the top presents is barely half-hurdled. Stretching out is a

Halfway down west slope of Donner Summit at a Gold Run, Calif., restaurant, driver takes a short break for coffee.





PIE truck drivers often stop and lend a hand to stranded motorists.

downgrade eight miles long—a true test of truck or automobile brakes.

“Notice we run downhill with the engine turning up instead of idling. This is to keep pressure in the lines, better than 100 pounds to be on the safe side.

“It’s on this side going down that most of them lose their air. That’s because they ride their brakes too long which makes them overheat and also makes the lines pop.”

Mac breaks the run by stopping for lunch at Gold Run, Calif., a town of a half-dozen tourist lodges and one restaurant halfway down the west slant of Donner Summit.

In the restaurant the walls are covered with pictures of drivers. A big meeting spot. One frame has a cartoon which illustrates three versions of the utopia in trucking:

Owner’s dream: Driver would sit on a bicycle seat and have pedals to help on the steeper hills. Truck would have a huge load, very tiny engine.

Mechanic’s dream: No radiator (cause of much trouble because they clog up, overheat, are almost inaccessible); engine block would be transparent; differential would have zipper attachment to make it accessible.

Driver’s dream: Full view, circular window to enjoy scenery. Very

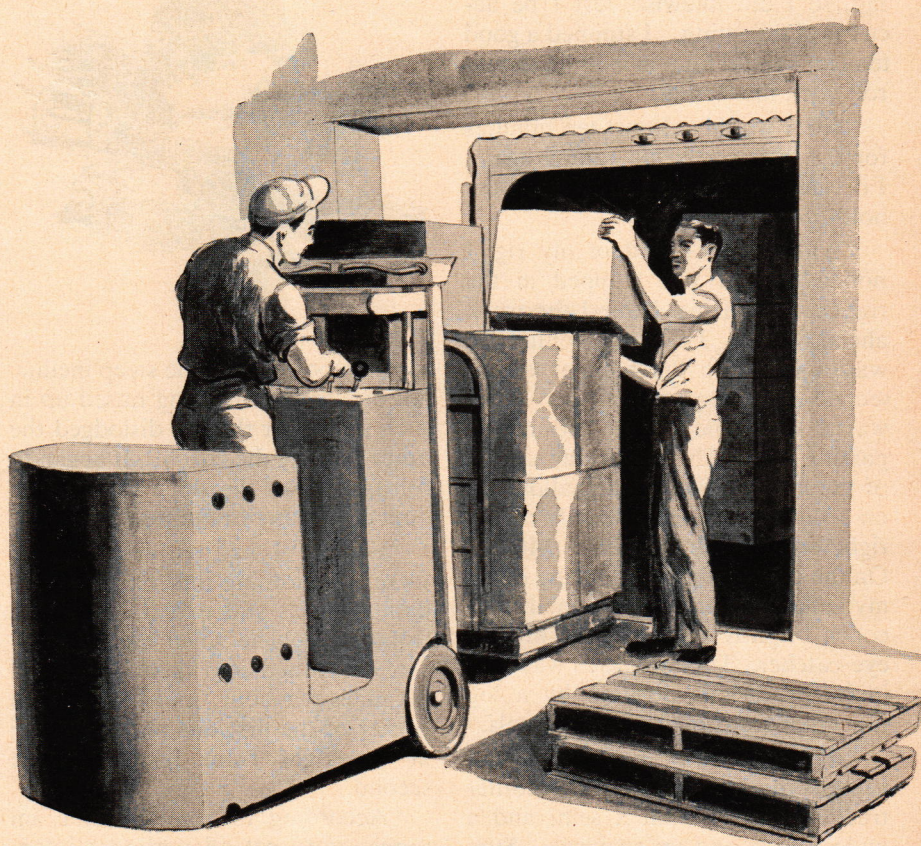
large comfy cab. Phono-radio combination. Big pinup board. Trouble-proof motor. Chaise lounge for driver’s seat.

Back in the cab, Mac herds the truck onto the highway for the final

downhill stretch. From here on in the driving will be pretty much routine. The slope gradually flattens out and the green mat of the valleys is everywhere. Towns and cities—Yankee, Bowman, Newcastle, Roseville and Sacramento—come and go. The San Francisco-Oakland traffic thickens and Mac slows the rig. It won’t be long now before another PIE shipment will be “home.”

“Home” is PIE’s big Oakland dock where there is a round-the-clock bustle. For outgoing shipments city pickup trucks bring the goods to one side of the 60-by-150-foot area. Then jitney drivers move them to an assigned square on the floor. For incoming shipments this procedure is reversed.

Mac “spots” his truck alongside this teeming dock and an unloading crew begins separating the cargo for local delivery. It’s routine. Just a small part of the tonnage, equal to the weight of the Golden Gate Bridge, that PIE annually hauls over the route between Chicago and Oakland.



A thousand tons of freight cross PIE’s Oakland dock daily.

ACCIDENT REPORT

RUN-AWAY STAGE COACH CRASHES INTO STANDING RIG

"There I was, minding my own business, rolling along at the safe speed of 37 miles-per-hour at two a. m. on the morning of September 9th, southbound on Route 29, just out of Fairfax, Va. The truck some 300 feet ahead of me began brak-



ing, so I did likewise, lest I be accused of tailgating. I stopped a good ten feet behind him, in case he should roll back in starting.

"After waiting almost ten minutes for the traffic to begin rolling again, I decided to get out and see what the hold-up was.

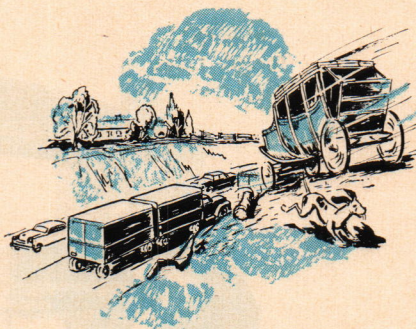
"Walking up ahead of my rig, I noticed that I was stopped in the right lane, ten feet behind the truck ahead of me. The truck behind me was right up to the bumper of the second unit of my set of tows. There was a solid line on my left in the passing lane. This particular section of the highway was in a shallow cut on a slight upgrade. Directly on my right was the "Stage Coach Motel." On the crest of the hill, looking down my gullet, was an old-fashioned stage coach brightly painted—the motel's eye-catcher. The old coach was held in its precarious position by a log braced in front of the front wheels.

"Reaching the scene of trouble, I saw people milling about. Another trucker told me that a semi and a mule wagon had an accident. Sure

enough, about ten trucks ahead, I saw that the fellow wasn't joking. There was the semi all right with a smashed mule wagon under it and the driver of the truck, the driver of the mule wagon and a state policeman in a hot argument, while over to the side of the road a very satisfied mule grazed.

"Seeing that the arguing could go on for some time, I decided to follow the mule's example and pay no mind to such matters. I started back toward my rig to check my brand new set of tows and tow bar.

"Starting back up the side of the road I glanced up at the stagecoach, admiring its splendid state of preservation. Under the coach was a hound, vigorously scratching his back against the log holding the



coach in position on the steep incline. All of a sudden the dog raised up in such a manner that he dislodged the brace holding the coach. It began to roll free down the slope right in the direction of my brand new trucks.

"Even if I had arrived in time, there was nothing that I could have done. I was still two truck-lengths from my vehicle when the runaway stage salmmed into them at a good 20 miles-per-hour, knocking in the corner of the first one and smashing in the right front fender of the second.

"According to regulations, I am supposed to get all pertinent infor-

mation from the other driver—the hound dog.

"Here are those details:

Driver of other vehicle: Who else but the dog?

Address: Unknown.

Driver's License Number: None, (he could never have passed the tests).

Type of Vehicle: Stage coach.

Make: Unknown.

Year: Pre-1890.

State License Number: None.

Owner: Stage Coach Motel.

Number of passengers of other vehicle: None.

"Just one other point which I'd like to clear up is this. Had I remained with the trucks there was absolutely nothing I could have done to prevent the accident. I was hemmed in tightly on all sides.

"Enclosed, please find my claim for compensation due to having been bitten by one hound dog while attempting to question same, regarding accident. A doctor's certificate is attached, attesting to my having received rabies shots and to my soundness of mind.

"I sincerely hope that you receive more satisfaction from the proprietor of the motel than I did. When I asked him who was to be held responsible for the damage, he told me to 'go to the dog.'"

The above short story, based on an actual situation, although fictitious names and places are used here, was written for the amusement and interest of Teamsters using U. S. Route 29 south of Washington, D. C., by Brother Eugene Shapan, Local 713, New York.



Taft-Hartley, Davis-Bacon Laws Would Be Liberalized if Action Being Introduced Gains Passage.

NEEDED LEGISLATION GETTING ATTENTION

A MAJOR drive to enact legislation of especial interest to building and construction trades workers is now under way in Congress with the chief emphasis placed on revision of the Taft-Hartley law and the Davis-Bacon law.

Efforts are being made to liberalize the Taft-Hartley statute through amendments while the approach to the Davis-Bacon law is geared to make that statute fit modern needs, according to sponsors in the Senate and House.

Six Senators are co-sponsoring S. 1269, a bill to amend the National Labor Relations Act (Taft-Hartley). The Senators seeking to change this law include Senators Earle C. Clements (Ky.), James Murray (Mont.), Paul H. Douglas (Ill.), Herbert Lehman (N. Y.), John Pastore (R. I.), John F. Kennedy (Mass.) and Pat V. McNamara (Mich.). All are Democrats.

A companion bill has been introduced in the House of Representatives by John Fogarty (Dem., R. I.). This measure is H. R. 4565.

FOUR MAJOR RESPECTS

The Taft-Hartley law would be amended in four major respects under the companion bills introduced in the Senate and House. The four major objectives of the changes in the law as set forth in the amending proposals are:

1. The Denver Building Trades case doctrine would be reversed. This means that the ruling of the United States Supreme Court as made in the Denver Building Trades case would be changed by specific

statute. When the court handed down its opinion in this case it interpreted a section of the Taft-Hartley law governing secondary boycott situations. The net result of the Denver case is that union workers are compelled to work side by side with non-union workers. In this case before the Supreme Court the ruling was 6—3 with Justices Hugo L. Black, William O. Douglas and the late Robert H. Jackson dissenting. Under the proposed changes in the law, picketing would be permitted on construction projects such as were found in the Denver situation without violating the secondary boycott section.

The right of labor to refuse to work on a job with non-union workers has been traditional since the founding of the labor movement and was upset only with the coming of the Taft-Hartley law and the Denver case interpretation by the United States Supreme Court. Organized labor is now trying to restore to laboring people and their unions the traditional right enjoyed for generations.

2. Another change governs the so-called "pre-hire contract" phase of construction agreements. Under the long practice and custom in the building and construction business contractors have been used to dealing with representatives of labor unions and making pre-hire or pre-work contracts. Under these agreements the contractor has known just what he must pay to the workmen of various classifications and jurisdictions.

Under the Taft-Hartley law pre-

hire contracts are forbidden. Under the doctrine as laid down by the National Labor Relations Board no contract can be made until a substantial percentage of workers are actually on the job. The pre-hire provisions of the amendments do not create a closed shop situation, but merely carries out what has been a custom of the industry for decades.

This change in the law as proposed by the Senate and House bills would also permit the insertion of provisions in the contract which would specify minimum training, apprenticeship, qualifications for employment and employment on a seniority basis. Union security would be protected also by lowering the time limit to seven days (from 30) when an employee must become a union member as a condition of employment.

THIRD OBJECTIVE

3. A third major objective of the law is aimed at Section 14(b) of Taft-Hartley and its application in states which have the so-called "right to work" type of laws. At the present time a union shop agreement can be rendered a nullity in a right to work states of which there are now 18. What the law, as interpreted by the NLRB and the courts says is this: union shop contracts are valid, but if a state passes a law which says they are not valid in that state, even though the matter covered is one of interstate commerce, the Federal law will not apply; the state law will govern. In other words, the states through their own restrictive law can render useless Federal legal protections to labor unions.

Section 14(b) would be completely eliminated by a proposed change in Taft-Hartley in order to give uniform application of laws applying to labor unions.

4. The mandatory injunction provisions of Taft-Hartley would be eliminated by a fourth major objective of the proposed amending measures. This elimination would not affect the discretionary injunctive provisions of the law.

The changes asked in Taft-Hartley would have a wide application in organized labor and Teamsters would benefit greatly by the enact-

ment of the revisions. The sections applying particularly to building and construction would affect Teamsters employed on building jobs and by building and supply contractors in relation to actual construction situations.

The Davis-Bacon law is regarded by organized labor as a statute which no longer completely meets the needs of construction unions.

The same sponsors in the Senate and House are sponsoring the amending bills concerning Davis-Bacon. The Senate bill is S. 1285 and the House bill is H. R. 4566. Four objectives have been set forth as the chief goals of the changes in the present Davis-Bacon law:

1. The scope of the application of the act would be broadened so that the Secretary of Labor would predetermine wages of construction laborers and mechanics not only on Federal construction, but also on construction projects financed in whole or in part from Federal funds or as a result of Federal assistance or guarantees. Under the law as it now stands a great body of construction work is carried on without the application of the wage pre-determination authority of the Secretary of Labor. Some of the activities not now under the act include the multi-billion dollar Federal Housing Administration insured home loan program for single family houses; the Veterans Administration multi-billion dollar guaranteed home loan program; the Federal program of matching funds with the states and the Rural Electrification Administration projects.

In short, what labor is trying to do is to see that the Federal Government administers wage levels uniformly and does not use the great purchasing power of the nation to break down wage and conditions.

2. A second main goal of labor in seeking Davis-Bacon reform would be that of broadening the application of the law to include more than wages, but to include prevailing customs on other "fringe" matters. This would mean area practice as a basis for determining cash payments for travel time, subsistence allowances, vacation pay, etc. These items would have been estab-

lished in the area by collective bargaining and labor feels that they are properly subject to the scope of the act and should come under the pre-determination features of the law. Other items including so-called fringe benefits which should also be brought under the act include such things as employee health and welfare programs, retirement setups, etc.

3. A third change in the law would require the Secretary of Labor to predetermine prevailing practices regarding hours of work and overtime payment with the specific provision that at least time and a half the basic hourly wage should be paid for:

- (a) hours in excess of 8 per day;
- (b) hours in excess of 40 per week;
- (c) work in excess of 5 consecutive days;
- (d) work on Saturday, Sunday or legal holidays.

This change would tend to aid fair-dealing contractor and would no longer give the nonunion contractor an advantage over the union contractor.

4. A final aim of the Davis-Bacon change would be aimed at centralized administration and enforcement. Under the present system enforcement is dispersed and scattered with the net result that enforcement is not as effective as labor feels it should be.

Visitors

(Continued from page 14)

pension in advance of the regular retirement date.

13. The employer may make changes in wages and work assignment with the union having a veto power.

14. There will be no dismissal due to technological change. (Strongest kind of protection.)

15. Management may make technological changes or improvements, but the benefits must be equally distributed.

Following the discussion of these contract clauses which had been selected at random from contracts, Mr. Weiss gave two illustrations on how unions had protected their workers in situations of technologi-

cal change. One case was from the paper making industry in which the union had protected the job security and had even won a higher wage rate on the new work which proved to be simpler and less hazardous. The other illustration was taken from the textile industry in which the employer agreed in the contract to a number of specific protections covering technological improvement programs.

Addressing his remarks to the management representatives in the audience, Mr. Weiss said, "If I were an employer and were about to introduce technological changes I would do three things: I would plan to minimize the actual displacement of workers; I would not hire new workers until the old ones were re-situated. In this connection I would institute a program of re-training and would try to provide assistance to displaced workers. Thirdly, I would try to keep the wage level stable and try my best to keep earnings up."

The speaker closed his discussion by saying that a survey of earnings and hours since 1931 indicates that the hours per week are about the same in manufacturing as they were in 1931, but output is much greater and wages are higher. He said the rise in productivity and the rise in wages are giving the country a great many goods and the phenomenal rise due to the increase in productivity and technological change can lead to unemployment. The answer will be found, he said, in a better distribution of the benefits of advances and this means shorter hours, greater benefits, longer vacations, better pensions, higher unemployment benefits and rights for displaced workers.

Management realizes, said the speaker, in conclusion, that it is easier to undertake technological changes in situations with unions than in situations in which there is no responsible organization.

"Unions," he said, "are hard bargainers, but they are on the side of progress."

Following the address he answered a number of questions propounded by the members of the technological team.

Joint Council 69

(Continued from page 11)

manufacturer, Robert Owen attempted to establish a co-operative community in the wilderness.

Not too far away is Evansville, old town on the Ohio River. A rather quiet place pre-war, Evansville population was doubled in the war boom when a shipyard and Republic Aviation came to town. There are about 150 Teamsters employed in town now.

Muncie, northeast of Indianapolis on Route 67, is the Middletown of the famous study made by two sociologists, Robert and Helen Lynd. It's where Ball glass jars are made; it was Wendell Willkie's home district; and it's home for nearly 2,000 members of Local 369, International Brotherhood of Teamsters.

Kokomo, almost dead center between Illinois and Ohio, is where Elwood Haynes produced a classy automobile, was the town which Booth Tarkington made famous in his "The Man from Home," is where Chrysler has a transmission plant, is where some 850 Teamsters, members of Local 759, earn their livelihood.

To the north is Fort Wayne, industrial center, and second largest city in the state. It bears the name of Mad Anthony Wayne, and was built where a great fur post used to flourish when Indiana was the frontier. There are dozens of small industries in Fort Wayne, and some large ones, including a truck assembly plant. Local 414 has over 2,200 members employed in Fort Wayne and vicinity.

South Bend, up near the Michigan line, is on the banks of the Saint Joseph River on a portage used by the Jesuits. Today it is the seat of Notre Dame University, and, of course, is a nationally famous dateline when the football season gets under way. South Bend is where the Studebaker brothers established a blacksmith shop and built wagons for the Union in the Civil War. A city of diversified industry, South Bend gives employment to more than 4,500 Teamsters, more than 4,300 in Local 364 and the rest in Taxi Drivers Local 141.

A List of Hoosier Locals In parentheses: Number of Members

Bloomington, Local 694 (654); Clinton, Local 73 (393); Evansville, Local 11 (148), Local 215 (1,500); Fort Wayne, Local 414 (2,267); Indianapolis, Local 135 (5,339), Local 188 (1,672), Local 193 (1,096), Local 716 (1,239); Kokomo, Local 759 (841); Lafayette, Local 543 (658); Michigan City, Local 298 (1,532); Muncie, Local 369 (1,824); Princeton, Local 644 (87); Richmond, Local 691 (628); South Bend, Local 141 (175), Local 364 (4,335); Terre Haute, Local 144 (2,127); Vincennes, Local 417 (672). Total number of paid-up Teamsters in Indiana: 27,187

Northwest of Indianapolis on Route 52 is Lafayette, home of Purdue University, and north of here is the tall corn country (it is Indiana's biggest crop). An interesting trucking operation here delivers homes, one house to a truck, built by National Homes, builder of pre-fabs. Teamsters Local 543 has 658 members working in the Lafayette area. (Another famous pre-fab, the Gunnison United States Steel home, is another Hoosier product that is usually truck hauled. They are made in New Albany).

Bloomington, a limestone-quarry center, is also the seat of Indiana University. Hoagy Carmichael went to school there, and his mother pounded a piano at one of the town's nickelodeons. Most of the limestone used in the construction of federal office building and court houses comes from Bloomington. Many of Bloomington's 650 Teamsters, members of Local 694, are employed in hauling limestone blocks to market.

Clinton, a coal mining town north of Terre Haute, was settled by Italians in the 1880's. Local 73 has about 400 members employed in the area.

After this too-brief tour around

the state, let's jog back to Indianapolis for a moment and take a quick look at the annual spectacle that never loses its interest for tens of thousands. That's the 500-mile race at the famous Indianapolis Speedway, a 2½-mile track that annually provides a full measure of thrills and excitement for fans from all over the country. Among them this year, as in past years, will be Joint Council 69 President Gene San Souci, who works in a pit crew during the race. He and Charlie Stephens, who is possibly the best known racing mechanic in town (he holds No. 1 AAA mechanic's license) are old buddies. For San Souci, who used to do a little racing car driving himself, the 500-mile classic is a change of pace that takes him out of the workaday world of organizing, settling beefs, and answering the telephone.

Rochester Local Wins 10-Cent Raise

A ten-cent hourly pay boost has been won by members of Local 99, Rochester, N. Y., an affiliate of the National Cannery Division. The pay raise was won through negotiation and ratified by the membership employed at the Gerber Products Company, a major baby food products concern.

The pact was characterized by Richard Mullen, president and business representative, as "about the best in the nation's canning industry regarding work benefits, welfare and wage conditions." The contract was negotiated under a wage reopening clause written into the agreement which was consummated a year ago.

Under the new contract the Gerber employees receive a wage increase of five cents an hour immediately and another five cents one year hence. Additional benefits were also won in the local's health and welfare plan which is financed by the employer.

Aiding in the negotiation were Dale Carson, head of the cannery division of the Eastern Conference of Teamsters, and Lewis C. Harkins, director of the National Cannery Division.

TEAMSTER TOPICS

TSFL Gains 8,854

The Texas State Federation of Labor gained 8,854 members late in February when M. W. (Dusty) Miller, president of the Texas Conference of Teamsters, submitted affiliation credentials and per capita payment covering all Teamster locals in the state except Local 941, El Paso, which is a member of the Western Conference and already a member of TSFL.

Prior to Miller's move, only four locals were affiliated with the Federation. New locals brought in in the latest move are:

Fort Worth, 47; Beaumont, 393; Amarillo, 577; Abilene, 583; San Antonio, 657; Dallas, 745; Galveston, 837, 858 and 940; Houston, 941, and El Paso.

300 Members Give Blood

More than 300 members of Local 707, New York, turned out to give blood at the Local's annual Blood Donor Day, Saturday, February 26.

Of those who volunteered their blood, 296 were accepted and gave a pint apiece. It was the third annual day for the local to give blood

and the drive this year was led by Frank Conley, secretary.

The local joined the Red Cross program in January, 1952, and for the first year members made their donations in small groups at Red Cross centers.

Since Local 707 joined the program, members have donated 1,177 pints of blood. A total of 460 pints of that amount were earmarked for the Armed Forces and the National Defense Program.

Missouri's Driver of 1954

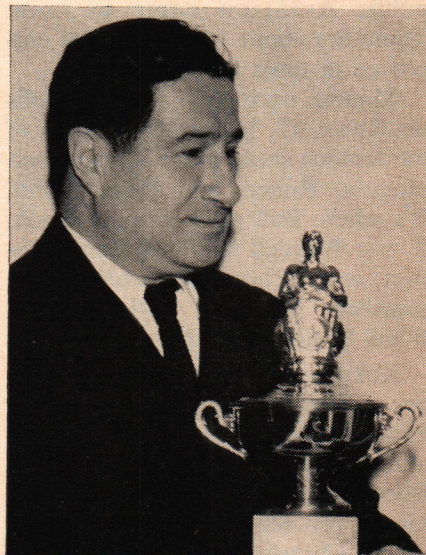
Alexander Carr, city driver for Be-Mac Transport Co. of St. Louis, has been named driver of the year by the Missouri Bus and Truck Association.

The Local 600 member was given a trophy signifying the honor for his quick thinking last August when he used his tractor-trailer to stop a runaway city bus.

Carr was stopped for a traffic signal when he saw, through his rear-view mirror, a bus apparently unable to stop bearing down on his truck.

The alert driver started his truck in motion and permitted the bus to

bump the rear end of the truck several times as he braked it to a stop a hundred feet past the intersection.



Alexander Carr holds the trophy presented to him for his quick thinking which may have saved many lives.

Carr found the bus driver slumped over in his seat and attempted to revive him through artificial respiration before emergency equipment arrived. The driver had used his truck radio to call police and an ambulance. The bus driver, however, was dead on arrival at the hospital. It was determined he had suffered a heart attack.

The trophy was presented to the veteran of 27 years of all weather driving without an accident at a meeting of the Motor Carrier Club. In addition to the trophy, Carr received a 21-jewel shockproof watch from the Missouri Bus and Truck Association.

Brake Inventor

A West Coast Teamster recently suffered severe injuries when his big construction rig ran away on a mountain road after the emergency brake failed to hold. Lying in a hospital, recovering, he turned his thoughts to the perils of his accident and devised a simple, fool-proof emergency brake



Here is a small portion of the more than 300 members of Local 707 who turned out to give blood on the Local's third annual Blood Donor Day. Here Red Cross workers take temperatures and blood pressures of the donors.

designed to work, no matter what happens.

The truckdriver-inventor wanted to produce a demonstration model and test his design, but he had no funds. His plans came to the attention of International Vice President Frank Brewster in Seattle, and Brewster gave assurances that help would be forthcoming and thorough tests made.

The name of the inventor-teamster has been withheld to protect him and his invention from possible "chiselers" and patent thieves.

Council Helps Build Pool

Teamsters Joint Council 28 chipped in to give a helping hand to the construction and cost of a swimming pool in West Seattle. The unions gave a donation of \$10,000 to the \$150,000 fund needed to build the pool. The pool will be operated by the Seattle Young Men's Christian Association.

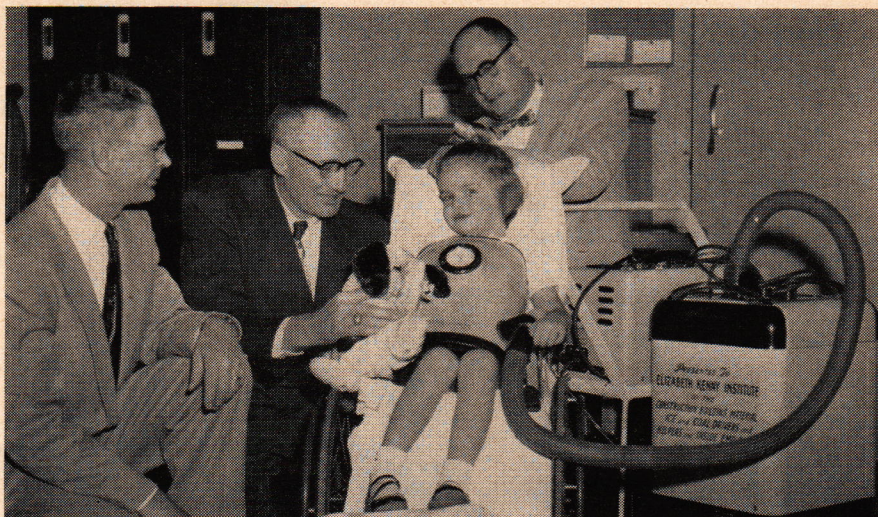
"Hey Taxi" Stories Wanted

The upcoming film series, "Hey Taxi," depicting real life experiences of Teamster taxi drivers, will cease taking stories in the near future.

Cab drivers should send a short account of their stories to ERKO Productions, 1416 North La Brea Drive, Los Angeles, Calif.

The driver need not be an accomplished writer. A studio professional writer will do the story if it is accepted.

Local Donates Iron Lung



A five-year-old girl takes the first advantage of a portable iron lung given to the Sister Kenny Institute in Minneapolis by members of Local 221, Construction, Ice and Coal Drivers. From left are George O'Brien, Local 221 president; A. P. Eberl, secretary-treasurer, and Marvin Kline, head of the Minneapolis Kenny Institute.

Free Rides for Blind

A plan worked out by two St. Louis Teamster locals and the St. Louis Society for the Blind will provide free taxi transportation to the sightless of the city.

The two locals, 405 and 688, adopted the plan presented by a committee from Local 688. Under the plan, the Society will certify persons eligible for participation. Courtesy books, containing tickets good for four rides per week or 16 per month, will be mailed to blind persons in the St. Louis area.

Each ticket will substitute for the initial 35-cent charge. In cabs operating on zone fare, this will cover the entire first zone. In cabs on meter fare, it will cover the first, or flag, charge.

This 35-cent ticket will generally be absorbed by the drivers themselves, said Harold J. Gibbons, secretary-treasurer of Local 688 and trustee of Local 405.

"On behalf of the blind, we are very grateful to our city's cab drivers for their voluntary contribution to the welfare of these citizens," Robert A. Smith, executive director of the Society, said in announcing the new system.

The new plan is an experiment and if found to be practical will be extended to include all blind persons living within the St. Louis city limits.

Safe Driving Brings Watches



Four members of Local 787, Albany, N. Y., have been presented gold watches in appreciation of their records of driving for 15 years without accidents. From left are Martin Hoyt, Fred Barthelmas, J. H. Warwick, Jeffers T. Murphy, Robert Kelly and Perry R. Connell. Mr. Warwick, safety director, and Mr. Connell, Borden Plant manager, presented the watches to the drivers.

Saves Trapped Neighbor

A member of Portland Local 162 has been credited with saving a neighbor's life in a pre-dawn fire by diving through a closed bedroom window to the rescue of the overcome 67-year-old man.

Firemen said Harvey L. Laasch, a driver for Meier and Frank Co., administered first aid to the smoke victim until the fire department arrived.

**INTERNATIONAL BROTHERHOOD OF TEAMSTERS,
CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA
WASHINGTON, D. C.**

**STATEMENT OF REVENUE AND EXPENDITURES
FOR THE YEAR ENDED DECEMBER 31, 1954**

Revenue:

Fees

Per Capita	\$ 5,916,720.00
Initiation	487,341.85
Organization	450.00

Total	6,404,511.85
Less: Refunds	2,811.71
	\$ 6,401,700.14

Other Revenue:

Sale of Supplies	139,337.77
Refunds, Claims and Overpayments...	25,195.94
	164,533.71

<i>Gross Revenue</i>	\$ 6,566,233.85
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Deduct:

Expenses:

Operating Expense:

Per Capita Assessments	\$ 612,390.36
Donations to Subordinate Organizations	291,722.78
Organizing Campaign Expenses	798,010.73
Supplies Purchased for Resale	118,044.60
Magazine—INTERNATIONAL TEAMSTER	558,668.85
Legal Fees	177,757.57
Donations to Allied Organizations	16,804.00
Retirement and Family Protection Plan Officers', Organizers' and Auditors':	367,415.84
Salaries	482,316.12
Expenses	313,875.94
Clerical Salaries	83,425.56
Printing	32,989.16
Postage	11,334.21
Telephone and Telegraph	34,306.45
Rent	53,471.06
Express and Cartage	6,698.25
Advertising	2,475.42
Office Supplies and Expenses	7,764.02
Auditing	2,532.50
Bonds and Insurance	29,676.34
General Executive Board Authorization	15,699.36
Library	5,462.60
Donations to Public Causes	54,161.11
San Francisco Office	8,866.99
Memphis Office	1,400.00
Seattle Office	26,216.30
Public Relations	93,349.01
Taxes	4,600.69
Social Security Taxes	14,299.12
Departmental and Divisional Expense	165,763.27
Moving Expense	4,171.56
Conference Expense	11,408.33
Administrative General Expense	23,273.36
Real Estate Taxes	3,065.84
Auto Repair and Maintenance	2,256.50
	4,429,673.80

<i>Net Income from Operations</i>	2,136,560.05
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Add:

Financial Income:

Interest on Investments	980,993.87
Discount on Veterans Mortgages	11,040.24
Profit on Redemption of Securities...	15,041.63
	1,007,075.74

<i>Gross Income</i>	3,143,635.79
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Deduct:

Investment Fees	10,729.98
Service Charges	16,077.30
Amortization of Bond Premium	168.12
	26,975.40

<i>Net Income before Capital Expense</i>	3,116,660.39
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Deduct:

Capital Expense:

New Building—Cost This Period	2,041,813.76
Furniture and Equipment	40,896.00
	2,082,709.76

<i>Net Income after Capital Expense</i>	\$ 1,033,950.63
---	-----------------

**BALANCE SHEET
AS AT DECEMBER 31, 1954
ASSETS**

Current Assets:

Cash:

On Deposit	\$ 3,543,161.57
Deposits in Transit	6,851.45
Office Fund	358.58
	\$ 3,550,371.60

Accounts Receivable:

Organizing Campaign Advances	119,625.00
Advances for Bookkeeping Machines	181,057.89
	300,682.89

Inventories—Cost:

Supplies and Equipment	97,041.27
------------------------------	-----------

Investments—Maturity Value:

Securities	28,995,430.88
Notes Receivable—Secured	1,152,902.51
(By Corporate Stock Market Value \$1,693,835.00)	
Deposit on Securities	25,000.00
	30,173,333.39

Accrued Interest Receivable

115,806.04

Deposits:

District of Columbia Government	4,000.00
Ransdell Incorporated	80,000.00
	84,000.00

<i>Total Current Assets</i>	34,321,235.19
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Deferred Charges to Future Operations:

Prepaid Insurance	2,313.21
Prepaid Postage	1,410.62
Prepaid Taxes	3,578.78
Premium on Securities Purchased	894.38
	8,196.99

Fixed Assets—Cost

Real Estate—Land and Buildings	3,472,190.77
Furniture and Fixtures	114,349.34
Automobiles	17,077.59
	3,603,617.70

<i>TOTAL ASSETS</i>	\$37,933,049.88
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LIABILITIES AND SURPLUS

Current Liabilities:

Accounts Payable:

Trade Creditors	\$ 3,095.30
Employees Income Taxes Withheld	12,358.96
Escrow Funds	20,955.65
	\$ 36,409.91

Accruals:

Salaries and Expense	61,818.34
Social Security Taxes	819.19
	62,637.53

Notes Payable—Secured	3,000,000.00
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Due Bank—3 Per Cent January 3,
1955 Secured by \$4,000,000.00 U. S.
Government 2¾'s Series "B" 1975/80
(Contra)

<i>Total Current Liabilities</i>	3,099,047.44
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Deferred Income:

Discount on Bonds	475.00
Discount on Mortgages	206,334.32
	206,809.32

Surplus:

Balance January 1, 1954	31,487,922.92
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Add:

Expenditures Previously Charged Off:	
Real Estate	22,609.81

<i>Total</i>	31,510,532.73
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Add:

Net Income for the year ended December 31, 1954	3,116,660.39
	34,627,193.12

<i>TOTAL LIABILITIES AND SURPLUS</i>	\$37,933,049.88
--	-----------------

WHAT'S NEW?

Filter Boosts Economy, Cuts Engine Wear

You can boost operating economy by cutting diesel and gasoline engine wear by employing a new dry-type air filter, says its New Jersey distributor. The line was subjected to exhaustive field tests over a period of several years in truck, bus, fleet operation, marine and stationary power services. Several advantages of the new filters are said to have been revealed by these tests over conventional oil-bath and oil-wetted types. The problems of excessive or insufficient oil-wetting are eliminated by the resin-impregnated, convoluted cellulose element of the new filter.

Plexiglas Lettering For Truck Mounting

Light-weight plexiglas letters are now available for mounting on trucks and trailers. These letters of formed plastic, which will not corrode or rust, come in a variety of colors, sizes and type faces and can be specially treated to give them night visibility.

Easy-Operating Light Snow Plow

You can clear a 2-foot wide path through the snow as quickly as you can walk behind a new 1½ hp engine-powered "snow-thrower" from Chicago.

In operation, the snow is picked up by a worm gear, carried to the left side of the unit and then "thrown" to the side. It is especially adapted for use in a driveway or for clearing a sidewalk.

Multiple Advantages Of New Tail-Gate

Hydraulically operated by single lever controls and controlled in all its movements by one valve is a recently-announced elevating tail-gate designed for installation on the rear of a 1½-ton or larger truck or semi-trailer that will lift or lower loads up to 2,000 pounds. Powered in all its operations by a single, double-acting cylinder, the tail-gate features a control valve that stops and holds the platform at any height. Platform movement when the end-gate is unattended is prevented by a "dead-man" feature and raising or lowering of the platform when it is overloaded is eliminated

by an overload valve. An added safety feature is a valve that prevents closing the end-gate when the platform is loaded.

Safety Features Of Snatch Blocks

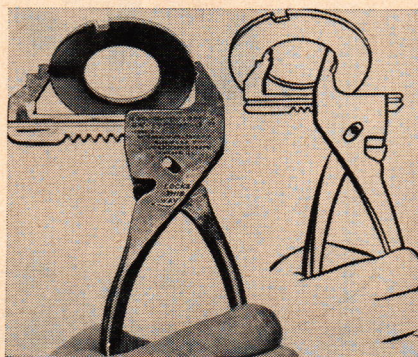
Positive and safe locking facilities are offered by a new type of threaded bolt pin or yolk pin incorporated in a recently-introduced line of snatch blocks. One especial safety feature consists of a triple locking feature incorporated in the operation to prevent any possible loss through truck vibration. After the pin has bypassed these locking points, it recesses into a permanent locking position for assurance against any loss of pin. The working load capacities of the blocks range from 25 to 45 tons with ultimate hook capacity of 120,000 pounds. Five sizes are being offered: light duty 6 inches and heavy duty 6½, 8, 8½ and 10½ inches.

Rescue Kit for Fire Emergencies

A fire rescue kit which should prove very handy for the average over-the-road trucker as well as for the fleet safety patrol cars is now being marketed from Pennsylvania. The kit includes a fire blanket, made of asbestos and of the same type as those used in recent fire tests, a hood and gloves of aluminized asbestos packed in a convenient carrying case.

Pliers-Wrench With Interchangeable Jaws

Ease of use by anyone is claimed for a new tool combining the characteristics of a pliers and a wrench and distinguished for its versatility.



Ingeniously designed with interchangeable jaws, including a 4-inch jaw with combination outside grip of 0 inches to 3 inches and expanding grip of ⅝-inch to 2¼ inches, the tool has a locking and ratchet wrench action. It applies a power grip from 1 ounce to ½ ton, reduces the number of tools needed on any job and saves time and money, says the Chicago manufacturer.

Unique Design Of New Flare

A new flare from Alliance, Ohio, that meets or exceeds all 1954 SAE specifications for visibility, reliability, moisture, vibration, dust and corrosion is now on the market. Of a unique design, the flare has a cone-shaped bulb 20 inches long and is visible 1,500 feet under normal weather conditions. The unusual shape leaves eight inches of flare visible even in a foot of snow.

Point Protector Prolongs Point Life

By limiting the current flowing through the primary ignition system circuit between the coil and the distributor, an easily-installed point protector prolongs point life. Thus is practically eliminated the oxidation and ultimate deterioration of the points caused by high currents when the engine is first started.

Strong, Light-Weight Synthetic Tarpaulins

Five times the tear strength with only ½ to ⅓ the weight of regular tarps are the stand-out features of a new line of neoprene-coated, nylon tarpaulins. Among their other advantages are listed that they are waterproof, will not shrink or stiffen when cold or wet, are rot and mildew resistant, have good resistance to such chemicals as gasoline and oil and can be repaired like an inner tube puncture.

Compactness Featured In Power Steering

Compactness has been achieved in a new power steering unit, designed for trucks, buses and other heavy duty uses, as a result of a new servo control valve design and relocated hydraulic connection. Either factory-installed or mounted on vehicles in service, the booster is available either with or without relief valve, and though it can be mounted interchangeably with the manufacturer's other steering boosters, it has a longer stroke. Without the relief valve, the unit can be used with the firm's other power steering pumps with their integral volume control and relief valves.

Antifreeze Tester For Any Solution

With the engine cold or warm, the correct "safe" temperature for antifreeze solutions can be determined instantly by a new pocket-size tester from Wisconsin. Any type of antifreeze or any mixture of alcohol and permanent antifreeze can be tested with the device.

LAUGH LOAD

Bright Side

"I know I'm not much to look at," admitted the suitor.

"Oh, well," philosophized his bride-to-be, "you'll be at the office most of the time."

★

Specialist

Hobo (to housewife)—"It isn't that I'm avoiding work, ma'am. There just isn't much doing in my particular line. I'm a window box weeder."

★

Valor's Better Part

A jockey in Chicago was asked to fly down and ride in a quarter-horse race in Texas. He refused, and since the offer had a large material inducement, a friend asked him why he wouldn't go.

"Did it once," said the rider, "but no more. I went down to ride a horse at El Paso. On the way from the shed that we used as a jockey room to the saddling paddock, a big Texan stopped me.

"Son," he said, pulling his coat back far enough to show the butt end of a big gun under his arm, 'you'd better not win this race. I'm betting a lot of money against you.'

"Then I went over to get on my horse. The owner pulled his coat back the same way and showed a gun just as big.

"Son," he said, 'you'd better not lose this one. I'm betting a lot of money on this horse.'

"So," said the jockey, "I don't ride no more quarter-horse races."

The listener disliked stories with the ending left out. "What happened?" he asked.

"Oh," said the rider, "I saved myself. I rode a dead heat."

★

Didn't Graduate

"Did you learn very much on your first day of school, Johnny?" asked mother.

"Not enough, I guess," replied Johnny. "I have to go back again tomorrow."

★

Wrong Move

A blazing gun battle had broken up the political meeting in a mountain community notorious for feudin' and fightin'.

"What started the shooting?" asked a visitor from the outside.

"Feller made a motion that was out of order," a graybeard told him.

"Well, it was outrageous and undemocratic to start trouble over that," the outlander fumed. "What was the motion?"

"Toward his hip pocket," the oldster drawled.

Live and Let Live

When paying a visit to George Bernard Shaw, a distinguished visitor expressed surprise that the author had no vase of flowers in his home. "I thought," he said, "you were exceedingly fond of flowers."

"I am," Shaw retorted shortly. "I'm very fond of children, too. But I don't cut their heads off and stick them in pots all over the house."

★

Might Be Mournful

Two depression mongers were moaning and groaning about a slight dip in the stock market. They were sure another '29 would blow in any minute and the whole country would starve to death.

"Come over to my house," said Moaner, "there may be a few measly drinks left in the scotch bottle."

"Can't," said Groaner. "This is my bridge night."

"Okay," said Moaner, "I'll jump off with you."

★

Plain Facts

"Then you admit that you struck the plaintiff with malice aforethought?" demanded the counsel of the man charged with assault.

"You can't mix me up like that," replied the defendant, indignantly. "I've told you twice I hit him with a brick. There wasn't no mallets nor nothing of the kind about it—just a plain brick like any gentleman would use."

Love Marches On

Since little Johnnie's personal horizon had been greatly extended by several months at kindergarten, his mother decided to inquire concerning his current loyalties.

"Dear," said she, "whom do you love the best?"

The youngster pondered the query soberly and then replied, "Well, I love you best, Mommie, and Daddy next best, and my teacher the least. And in between come a lot of dogs."

★

Cushy Job

The knife thrower in a carnival had imbibed too freely and had injured his assistant. However, he promptly found another target for his hurtling cutlery—lazy Luke, a local store porch sitter.

"You're plumb crazy, takin' that job, Luke," said a friend.

"Why?" drawled the loafer. "Oh, I've got to stand up durin' the act, all right, but the gent throwin' the knives does all the work."

★

Minor Details

"You will soon meet a tall, dark man who will sweep you off your feet," the fortune teller told the eager blonde. "He will shower you with gifts and take you to breath-taking night spots, and will drink a toast to everlasting love."

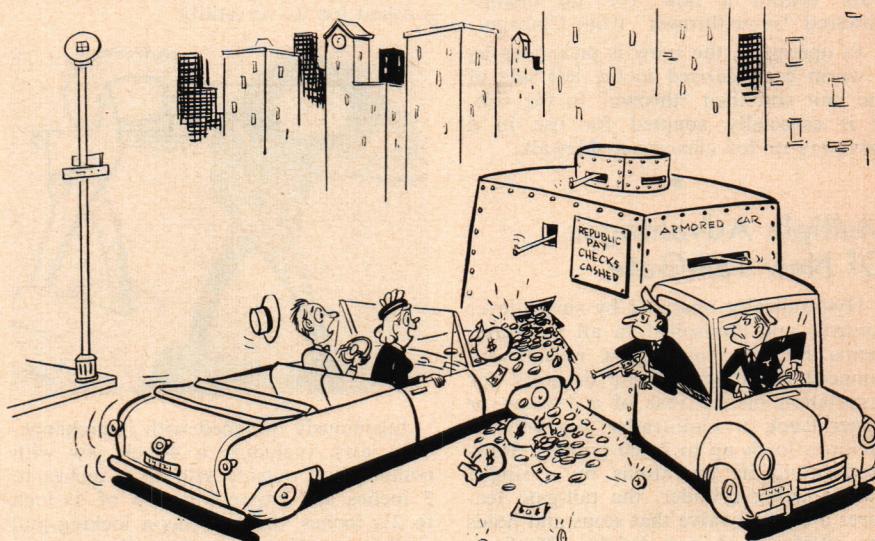
"Has he a lot of money?" asked the girl excitedly.

"He is president of a large firm and heir to a \$900,000 estate."

"Gosh," exclaimed the girl. "Now just tell me one more thing."

"What is that, dear?" asked the fortune teller, with visions of many pieces of silver crossing her palm.

"What happens to my husband and the three kids?"



Filchuck

"Oh boy! You've hit the jackpot."

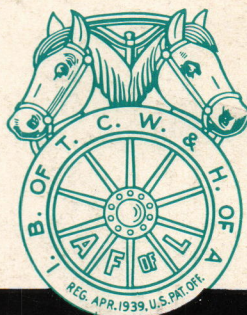


**THE WORLD'S BEST DRIVERS
HEED ALL TRAFFIC SIGNS**

**LOOK
FOR
THIS
SIGN.....**



**...WHEN BUYING
GASOLINE
OIL
TIRES
GREASE JOBS
WASHING
ACCESSORIES
BATTERIES
ANY SERVICE**



**PATRONIZE ONLY
UNION SERVICE STATIONS**